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# THE CREW

## EDITOR IN CHIEF

**Julia Hope**  
julia@americancarmagazine.com

## EDITOR

**Dave Smith**  
editor@americancarmagazine.com

## EDITORIAL ASSISTANT

**James Ball**

## DESIGN MANAGER

**Joe Everley**

## DESIGNER

**Don MacLachlan**

## FREELANCE CONTRIBUTORS

Jonathan Jacob, Darren Woolway,  
Andy Willsheer, Andy Davis, John Kennedy,  
Jeni Long, Richard Smith, Kev Carrington,  
Darren Graham, Sonia Hammond, Paul Dodd

## SUBSCRIPTIONS

**Lauren Rodger**  
subscriptions@americancarmagazine.com

## ADVERTISING

**Lyndsey Godfrey**  
lyndsey@projectviva.co.uk

## PUBLISHER

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# editor's letter



**DAVE SMITH**  
EDITOR

This is more like it -  
a 'street-legal high'



**O**ver summer, you can't have failed to notice the scourge of 'hippy crack' being blared about in the newspapers. Nitrous oxide, freely available as a 'legal high', and the latest must-have at festivals and what-have-you. What a load of tripe. Fortunately, the whole Syrian refugee crisis has wiped it off the front page of the rags, but as soon as we're all sick of reading about the plight of the migrants, or as soon as another silly bugger kills himself with it, it'll be back in the headlines as the new bête noire that's poisoning our nation's kids.

It was first discovered in the late 1700s, and within a few years people were using it as a recreational drug. It's been used as a medical anaesthetic since the mid-1800s. The Luftwaffe were using it to boost aircraft engines during WWII, and drag racers have been using it in a similar fashion for decades. More recently it's been in common use as a propellant in whipped cream dispensers and aerosols, because it can be pressurised like air but won't cause the cream to go off. It also makes the whipped cream really fluffy - squirt some on your dessert and it's a foamy delight, but leave it for half an hour until the cream releases all the nitrous and you have a runny mess.

Inhaling a small quantity of nitrous oxide makes you giddy, giggly and detached. It's called dissociative euphoria; everything's

funny, even your hearing has a weird echo and reverb to it. But the 'high' only lasts a short while, so you do it again. And again. And if you can't regulate the dose, you're just anaesthetising yourself. Eventually, the body starves of oxygen, your breathing licence gets revoked, and tomorrow you'll be in the papers alongside an investigative report into this evil new drug craze, calling for it to be banned.

That's the problem with such matters. The government can't legislate against stupidity - half the nation would be in the nick, including some of the government - but they can legislate against the tools of stupidity. All they have to do is ban the sale of nitrous oxide in the UK and they can be seen to have taken a hardline stance against this lethal legal high. Hospitals would have to use a different anaesthetic, the catering industry would have to find a way around the whipped cream issue, and drag racers ... well, who would give two shits about them? Bloody noisy gang of hooligans, who wants to do them any favours?

We'll just have to police ourselves; racers need to distance themselves from the goons huffing nitrous from those miniature canisters. In the days of high court injunctions blanket-banning car cruises in towns, and VOSA getting hotter on modified vehicles, the misuse-of-nitrous brush is another one we don't want to get tarred with. It's odd to think that the owner of a six-second nitrous-guzzling Pro Mod should be trying to be discreet, inconspicuous and fly under the radar, but that's possibly what needs to happen. Unless anyone out there has a better idea?

**"The government can't legislate against stupidity"**

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# contents



P20: Grabbing a super-scooper Road Runner

## 01 REGULARS

- 7 News
- 12 On Track News
- 14 Auction News
- 16 The Big Picture
- 18 Subscriptions
- 19 Letters
- 66 Events Guide
- 82 Our Yanks
- 92 New Products
- 97 Gallery
- 114 Finish Line



P7: Gripping: off-road Jeepery



P92: Growling: pipes of no peace

## 02 OTHER STUFF

- 68 **REVIEWS**  
Reading matter that matters

## 03 FEATURES

- 20 **LITTLE RED GRABBIN' HOOD**  
A big, bad, big-block, blood-red B-body
- 28 **WHITE HAUL**  
An ice-cool, ice-white Chevy with Mo-power
- 36 **"SHE'S THE LAST OF THE V8S..."**  
The blown Aussie V8 with a Vauxhall badge



P28: Gruelling: big rebuild for gorgeous Chevy



# 04

## RACING

- 50 LIVING HISTORY**  
The NSRA get dragged into the 20th century
- 55 GOOD TIMES**  
Sun and action at Santa Pod's FIA Euro Finals...
- 58 THE FINAL TALLY**  
... and the same at the MSA National Finals
- 62 AMERICAN SUPER STOCK**  
The championship-deciding final round
- 65 OUTLAW STREET**  
The OS guys reach round five



# 05

## TECHNICAL

- 70 BLUEPRINT**  
Escalade - bargain bling or big trouble?
- 74 ONE-BREW JOBS**  
Rectifying charging issues
- 76 HOW-TO**  
Beginning Project 13/30's shell strengthening
- 86 JARGON BUSTER**  
Gassing about oxygen sensors
- 88 TRIED'N'TESTED**  
More products with comedy names
- 90 WHAT'S IN THE WORKSHOP**  
Caging some animals in Cheshire

# 06

## SHOWS

- 41 IPSWICH CRAFT**  
Partying hard at the NASC Street Rod Nationals
- 46 FLY-DRIVE**  
Sywell's all-comers classic wings and wheels fest

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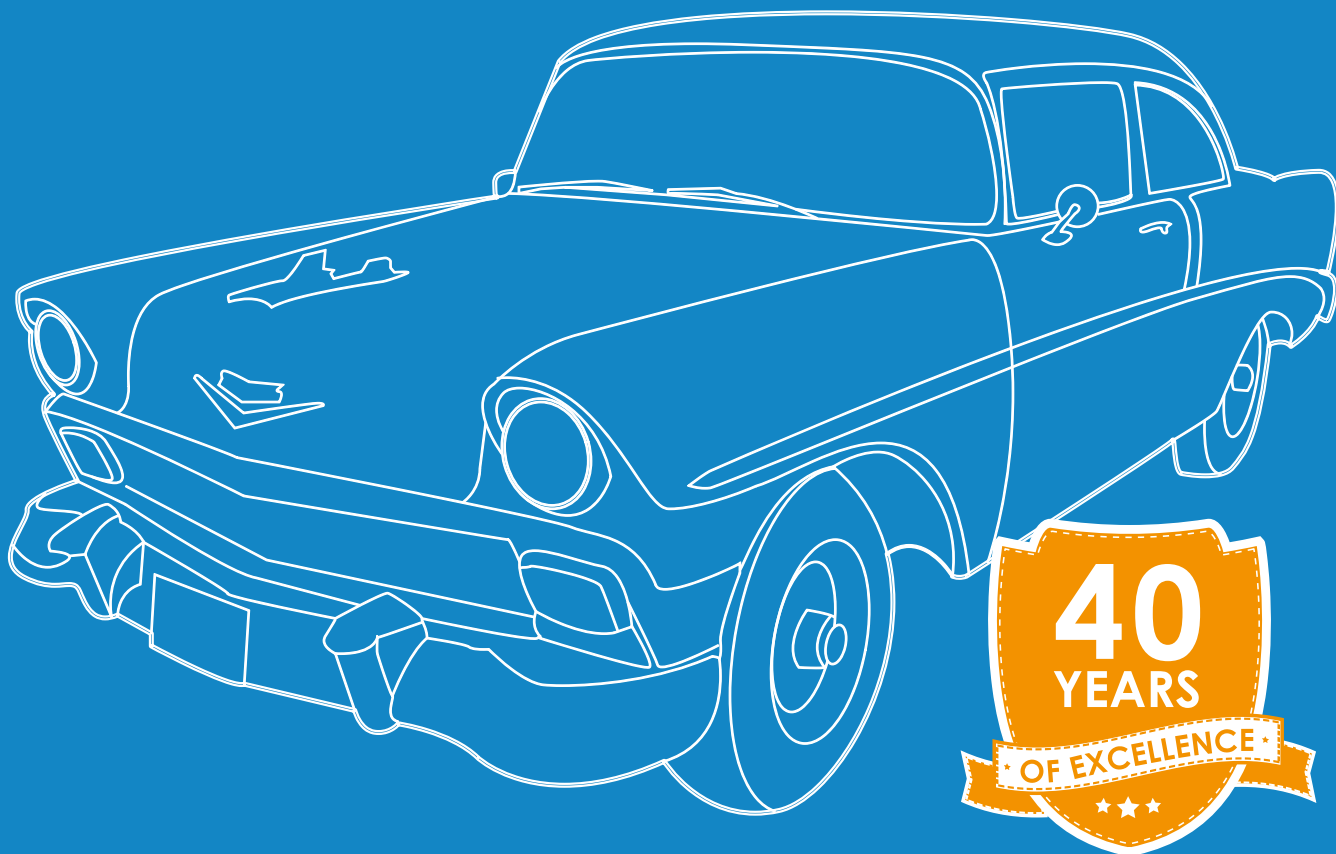
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# ACMnews

THIS MONTH'S PRESSING ISSUES IN THE WORLD OF AMERICAN CARS



## Elevatron

Thanks to this month's 'no news shocker', here's a futuristic Tonka-toy update of a special edition from GMC - the Sierra Elevation. It wears a new front end design with HID projector headlamps and 'signature' GMC LED lighting, body colour accessories, 20-inch black aluminium wheels plus the latest connectivity gadgets, and will go on sale early next year.



## Fair Game Haul Of Duty

Seemingly slightly late to the game, Chevrolet debuted their new 2016 Silverado 1500 at the Texas State Fair recently.

Again, Tonka-toy styling is much to the fore, along with new eight-speed auto transmissions on V8 models, remote locking tailgate, wireless phone charging and that much-touted connectivity guff.



Right back at the end of September, with the 2016 models still warm on the dealership forecourts, Ford were announcing their all-new 2017 F-Series Super Duty pick-up range.

With a new high-strength steel chassis, stronger suspension and aluminium alloy body, it should be pretty special. They're certainly concentrating on the towing aspect, with up to seven cameras including one on the trailer for visibility and one in the bed for hitching up fifth-wheels and goosenecks, a tyre pressure

monitoring system that includes the trailer tyres, and a Blind Spot Information System that includes the length of the trailer! "Ford Super Duty is the truck America's hardest-working men and women trust and depend on," said Joe Hinrichs, Ford president, The Americas. "We are helping these customers build a

better world by delivering a new generation of pick-ups that set new benchmarks in capability, performance and efficiency." There will be five Super Duty models - the XL, XLT, Lariat, King Ranch and Platinum - and all will be built at Ford's Kentucky truck plant and go on sale late next year.





## No\*\*t SherlockI Bulletin

According to a University of Iowa study, the majority of drivers expressed uncertainty about how many of the life-saving safety features of their cars, such as collision mitigation and lane departure warnings, work, with 40% reporting that their vehicles have behaved in 'unexpected ways'.



## 50 Years On

The all-new EcoBoost V6-powered Ford GT will be making its European racing debut at the opening round of the 2016 FIA World Endurance Championship at Silverstone in April.



Two cars will compete in the GT Endurance Pro class ahead of their return to Le Mans in June, 50 years after the original Ford GT40 swept the board in the 24-hour race. They will also contest all nine rounds of the WEC as well as the IMSA WeatherTech SportsCar Championship across North America. "We believe the Ford GT's advances in aerodynamics, light-weighting

and EcoBoost power will make for a compelling race car that can once again compete on a global stage," said Raj Nair, Ford group vice president, Global Product Development and chief technical officer. "The same spirit that drove the innovation behind the first Ford GT still drives us as a company today. Let the racing begin!" Driver details have yet to be announced.

## Competition



The GT will be joined on the FIA GT tour by another American classic, the Callaway Corvette C7 GT3-R, successor to their Z06.R GT3 car.

Callaway Competition, based in Germany, unveiled the new car in early October at the Hockenheimring. Powered by a 600bhp LT1 V8 coupled to an X-Trac sequential paddle-shift gearbox, the team report that it "surpasses its predicted

performance". Primary sponsor for the 2016 GT season will be Whelen Engineering, best known for making things like lights and sirens for police cars, and also for sponsoring the European NASCAR series, as seen at Brands Hatch's Speedfest.

## CrosseRoads

Falling in between all the new 2016 model announcements and the beginning of motor show season, this time of year is normally pretty slow when it comes to news.

Buick are making a head start, though, confirming the all-new 2017 LaCrosse with design cues lifted from the Avenir concept. They're only releasing teasers at the moment, but that grille design, inspired by the '54 Wildcat II, is set to become the new 'face' of Buick by 2018. "The Avenir concept shattered

expectations of what a Buick could be and the 2017 LaCrosse promises to do the same," said Duncan Aldred, vice president of Buick. "Its expressive design represents a break from convention and highlights the progressiveness in all new Buick models." The car is set to debut at the forthcoming LA Auto Show.



## Speed Dealers

Chevy's new Camaro is barely off the starting blocks, but new buyers can already begin choosing their custom and speed parts straight from the dealership.

From performance cold air intakes and exhaust systems to lowering kits, ground-effects packages, spoilers and big Brembo brake packages, you can make your Gen-Six Camaro your own. You can see many of the accessories on the 'Camaro Visualizer' at [www.chevrolet.com/2016-camaro](http://www.chevrolet.com/2016-camaro).





## Cornering The Aftermarket

Last month, Holley Performance Products announced that they'd acquired the MSD Group.



Holley, most famous for their carburetors and latterly EFI systems, already own Hooker Headers, Flowtech exhausts, NOS Nitrous Oxide Systems, Earl's Performance Plumbing, Demon carburetors, Weiand manifolds and Diablosport tuners. Acquiring MSD also gives them MSD electronics, Mr Gasket gaskets and accessories,

Accel and Mallory ignition and fuelling systems, Superchips ECU tuning, Hays, QuickTime and Lakewood driveline and chassis parts, and Racepak data acquisition. That's a big stable of famous names. "We are excited to have the opportunity to combine the awesome legacies of these companies. The combination of these brands

will provide our customers with the most complete offering of performance products in the industry," said Holley President and CEO, Tom Tomlinson. "We are aggressively developing innovative new products at Holley and we're going to continue to build upon the fine job the MSD Group is already doing with new products."

## Mein Mopar



At the recent Frankfurt International Motor Show, Jeep showcased a trio of Jeeps modified by Mopar. The Cherokee Krawler is bulked up for off-road with unique

suspension, big tyres, skid plates and more, whilst the Wrangler Rubicon Sunrider sports a lift kit and half-doors. The Renegade Trailhawk wore 17-inch rims, skid plated and tow hooks.



## Four The Win

Ford's new S550 Mustang is going great guns, reclaiming the title of America's best-selling sports car and, in fact, the world's best-selling sports car, but they've got some interesting demographics going on in southern California.

For a start, it's the Mustang's fastest-selling marketplace, with cars sitting on dealer's lots for an average of just 16 days, whilst 47 per cent of SoCal buyers are choosing the EcoBoost four-pot motor. "Almost all of our Mustang growth there can

be attributed to EcoBoost," said a Ford sales analyst. Plus, customers aged 16 to 35 account for 47 per cent of Mustang buyers compared with 30 per cent for the 2014 model. Customers aged 16?! God bless America...



## Renaissance

Fisker, the Californian luxury electric car company that went so spectacularly bankrupt not long ago, is back. They're still based in California, but the new owners,

the Chinese Wanxiang Group conglomerate, has changed the name to Karma Automotive. Let's see how they deal with their successful Cali neighbours, Tesla.



K A R M A



## NamesBulletin

According to new car buyer website carwow.co.uk, Bob is the most popular name people give their car, followed by Betty, Betsy, Fred, Bertha, John, Baby, Bessie, The Beast and Harry. Less popular names included Loser Cruiser, Oink-oink and Costly. The list didn't include names people give their cars whilst trying to repair them...



# Fuel Projection

We all love a good car film, but did you know there's a festival for them in London?



After a hugely successful inaugural event in 2014, the organisers of the London Motor Film Festival have announced the 2015 festival awards and screening event will be held once again at the Clapham

Grand Theatre on the evening of Sunday, November 29th. As an unashamed spectacle and celebration of the art of automotive film-making, the LMFF offers recognition and reward for film-makers at

every single level of their craft, from talented upcoming self shooting directors, television and online automotive journalists, through to the most accomplished of corporate agencies. As long as the

subject has a whiff of high-octane about it, almost any film submission is welcome. There are loads of categories to encompass all levels and subjects, so see [www.londonmotorfilmfestival.com](http://www.londonmotorfilmfestival.com).

## Picture Perfect

The winners of this year's British Drag Racing Hall of Fame Sydney Allard Media Awards have been announced ... and we couldn't be more proud.



burnout at Shakespeare County Raceway that we published as our Big Picture in November 2014. Well done Jeni, a very worthy winner, and recognition coming not a moment too soon. The written award went to Rodger Attaway for Street Rod & Custom Showtime, for his magnificent history of the indoor custom show scene of the Seventies and Eighties. Their awards will be presented at the BDRHoF Gala evening on November 21st.

Sponsored by Mooneyes, these awards celebrate the importance of the media in promoting drag racing, and are split into Photo Journalism and Written Journalism categories.

There were in excess of 85 entries from 18 different photographers for the Photo category, but independent judges including Octane magazine staff and Pink Floyd's Nick Mason picked out this pearly from one of our favourite trackside snappers, Jeni Long. Named 'Sharing A Toast', it's the photo of Bob Hawkins' flame



## Key Facts



**In mid-September, the big furore over the GM ignition key switch issue was laid to rest when GM and the US Attorney's Office reached a settlement in the form of a Deferred Prosecution Agreement - basically, a suspended sentence - for three years pending GM's continuing efforts to rectify the situation.**

The Agreement states that the government's decision to defer prosecution was based on the actions GM has taken to "demonstrate acceptance and acknowledgement of responsibility for its conduct." GM CEO Mary Barra said, "We have faced our issues with a clear determination to do the right thing both for the

short term and the long term. I believe that our response has been unprecedented in terms of candour, cooperation, transparency and compassion." That said, it will certainly leave GM out of pocket to the tune of a \$900 million penalty and a compensation fund of a further \$600 million. Ouch.





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# ontracknews

THIS MONTH'S RACING AND TRACK NEWS

## Elapsed Times

**Santa Pod's Robin Jackson educates the public...**



One Goodwood visitor, at least, was familiar with drag racing (Photo: Lisa Crigar)

To some people, drag racing is still a recent fad. Point out that Santa Pod is about to celebrate its 50th anniversary and they are amazed. "At least everyone knows the name Santa Pod," said the editor of a well-known motorsport journal on a recent first visit to the drags. Actually, no, they don't.

You cannot accuse Santa Pod of not trying. Throughout the year the Raceway exhibits at shows across the country, sometimes at two or three per weekend, reflecting the diverse character of its programme. Two of the biggest - January's Autosport International at Birmingham's NEC and mid-

summer's Goodwood Festival Of Speed - ought, you'd think, to attract a motorsport-literate crowd. Some people are clued-up on the drags; others less so. You meet the quizzical but unimaginative types ("Driving in a straight line? Where's the challenge in that?"); the snooty ("No, thank you. Not our kind of motorsport."); the downright indignant ("Bah! Real motor racing has corners!"); the generically confused ("Drag racing? Isn't that where they go round and round and crash into one another?"); and the geographically challenged ("Santa Pod? In England? I thought it was in America!").

It gets properly odd closer to home. Some years ago Santa Pod staged a town-centre display in Rushden, barely four miles distant via the proverbial crow. Having been told what it was these cars and motorcycles did, it was surprising how many

Santa Pod meets Autosport International (Photo: Matt Woods)



then asked where they did it. "At Santa Pod," you'd tell them. "Ahh, right... Where's that then?" The giveaway was the accents: no incomers, these, but locals, born and bred. Some might still be around when Santa Pod celebrates its centenary in 2066. It's tempting to imagine that one or two might even reflect, in their dotage, on that day in the town centre, over a half-century earlier, which changed their lives forever. If you are coming to Autosport International (January 14th to 17th), do seek out the Santa Pod stand and pay us a visit.

## The Sportsman

**Shakespeare County Raceway's Jerry Cookson reflects on a big year**



PHOTO: DENNIS WOOD

Well, the season's finally over, and with the last car having just headed down the track at the Halloween Bonfire Burn-Up to silence the raceway for another year, we can now reflect on what a busy season it's been at Shakespeare County Raceway.

One of the busiest events of the year was without a doubt the NSRA's Hot Rod Drags. Still rated as the best nostalgia weekend

in the UK, the pits and the camp grounds were as busy as they have ever been. To everyone who supported the event give yourselves a big pat on the back. Out on track the personal bests kept on rolling in but I don't think Colin Millar's herculean efforts mimicking a scene from The Flintstones will have broken any records except for the laughter factor! I have started many things

but nothing like this.

The raceway's MSA National UK Championship rounds also produced many PBs in a wide variety of classes. Just look at the stunning 200mph pass achieved by Bob Hawkins with the Time Traveller Slingshot - the first ever with that car at the Springspeed Nationals. And just to prove that a perfect reaction time is achievable, well done to Super Comp racer Andy Williams for his perfect 0.000 in qualifying for the same event behind the wheel of the Wild Child dragster.

The Gasser Circus kept everyone on their toes, including the racers! Just two cars were in contention for the title by Friday of the Hot Rod Drags - Katie Booth in The Mighty Mouse Ford Pop and 2013 winner Sean Milson in his Morris Z van. For Katie to take the title, she needed to go all the way to the final, and this looked distinctly possible when Sean went out in round one of eliminations. But in true seat-of-your-pants racing style, Katie broke out of her dial-in

thereby handing this hard-fought Championship to Sean, making him the second two-time winner of the Gasser Circus Showdown along with Ray Turner in his Green Onions '55 Chevy.

We'll pick up on some more highlights another time over winter but, in closing, thanks to everyone for another great season's racing as we now look forward to 2016; and yes, there will be a 2016 year of drag racing at SCR. You can count on it.



PHOTOS: MIKE BURROWES





# Black Sun Racing

Alex Peters' two-year-old record still stands



My fastest time around Goodwood had been set two years earlier, in June 2013, at 100.03 seconds. Since then I had an extra 273bhp and much better suspension from KW and Steeda, therefore I thought that in dry conditions I ought to easily be able to go faster. However, I was aware of all the disappointing results I have had this year due to missed shifts and the brakes causing instability at high speeds.

I put in a lot of practice on the simulator in advance of the event



in early August, to give myself more confidence on racing lines, though in this case the gap between the simulator and real life is significant. I watched a video of ex-F1 driver Max Chilton in an Alan Mann Mustang and noticed that he feathered the throttle in the same places as me, so I didn't feel so bad!

As expected the instability under braking (particularly St Mary's and Woodcote) really dented my confidence. This, coupled with the inevitable missed gear changes (Fordwater and the Lavant Straight), meant that my overall lap time was pretty poor; in fact, two seconds slower than I had managed two years ago, before the supercharger.

I became aware of another problem that the car has always

suffered from, but until now I had just accepted as being an awkward characteristic of the Mustang - the difficulty of heel-and-toe, trying to bring up the engine revs after long braking before changing down a gear, in order to match engine

and wheel speed. I now realise that the problem is caused by a fuel saving strategy in the ECU. When the clutch is depressed for more than a second or so, the engine goes into idle, so you have to press the throttle more than an inch before it responds. I expect this could be changed with a different tune in the ECU, but until then I am going to try keeping the clutch up under braking. Let's see how this works at the next event!

A lot of the leading Speed League championship contenders (out of a field of 44 competitors) attended this Goodwood event. On my first run, another car span in front of me, which was rather unnerving. Ultimately I finished fourth in my class, but due to beating eight others I managed to pick up more points than at some other rounds in the season, moving me up into third place in the championship.

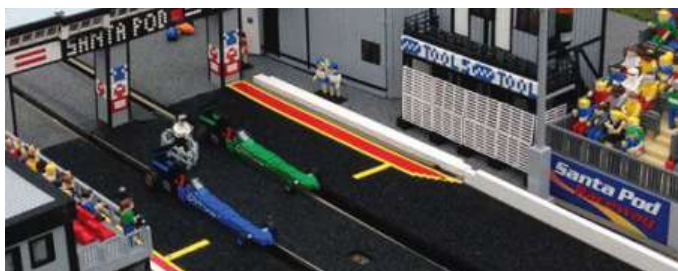


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## Bricking It

As Santa Pod's 2016 Golden Anniversary approaches, a doppelganger has sprung up ... in Legoland! The Legoland Windsor Resort has had a model dragstrip in Miniland since 2001, but recently, the Modelling team took 744 hours and almost 85,000 Lego bricks to turn it into a faithful replica of the legendary

British venue. Resort guests can actually race the Santa Pod dragsters down the track, too - at the push of a button, a car in each lane edges into stage, and as the lights run down, guests hit the start lever and race. All that's missing is a fleet of little Lego wasps... Sadly, the Resort's season ends on November 2nd.



## Fame At Last

The International Drag Racing Hall of Fame, housed at the Don Garlits Museum in Ocala, Florida, is inducting six new members for 2016, and amongst them is one very famous Brit - Dennis Priddle. Often referred to as 'Britain's Don Garlits', an honour in itself, Dennis was a pioneer in Top Fuel and Funny Car on this side of the pond in the Sixties and Seventies, and the first driver outside the States in the sixties back in 1972. He joins the Hall Of Fame alongside Preston Davis, Jack Doyle, Marvin Miller, Mark Oswald, Gas Ronda and Steve Earwood.





## PettyBulletin

A 2015 Ford Mustang GT built by Petty's Garage was auctioned at Mecum's mid-September Dallas event with all proceeds going to Paralyzed Veterans Of America. The winning bidder paid \$330,000, then donated the car back to be auctioned again, where it sold for \$205,000, a \$535,000 total!



# auCTIONnews

THIS MONTH'S AUCTION NEWS IN THE WORLD OF AMERICAN CARS

## War Hammer



There were plenty of Americans in H&H's October 14th sale at Duxford, but seeing as it's a war museum, they were all late entries.

Ha! Still funny after 75 years... Anyway, topping the catalogue were a '69 Corvette Stingray ragtop, small-block dynoed to 400bhp, four-speed and LSD (est £28,000-£32,000) that didn't sell after being bid up to £23,000, and a '57 Thunderbird, loaded with matching numbers and the dual-quad 312 V8 (est £26,000-£30,000) that sold for £20,340. Others included a '31 Cadillac 370-A V12

coupe resto project, one of three known survivors with a spare V12 (est £35,000-£40,000) that didn't sell despite attracting £26,000 of bids, a '48 Chevrolet Fleetline Aerosedan custom with 350/350 combo (est £24,000-£28,000) that was withdrawn late on, and a '54 Chevy 3100 five-window pick-up, an ex-California truck in original trim with straight-six and three-speed manual (est £16,000-

£18,000) that sold for £15,000. Obligatory Mustangs? Take your pick from a '66 notch built by Ford Amsterdam, customised and powered by a roller 302 (est £20,000-£24,000) that sold for £20,160, an early '64 red ragtop with a 289 auto, power hood and later discs (est £22,000-£26,000) that was bid up to £17,500 but didn't sell, and a lovely '68 390GT four-speed fastback, apparently

originally built for export to Spain (est £38,000-£45,000) that brought £39,500. Our favourite was a '53 Hudson Hornet, the proper NASCAR wannabe with the 308 Power Dome straight six and Twin-H dual carbs (est £23,000-£26,000) that didn't sell, attracting just £15,000 of bids. H&H's next sale is at Donington on November 18th, so see [www.classic-auctions.com](http://www.classic-auctions.com) for details.

## Hello, Mussie

Now here's a very unusual piece coming up for sale very soon with Fleet Auction Group in Leicestershire.



It's a Light Pewter metallic 1972 Mustang, in very nice order, with a two-barrel 302 and C4 auto. It was believed to have come via Ford Australia, hence the right-hand drive, and the vendor bought it from a chap in Spain who bought it from Danny La Rue! Make your "drag racing" jokes here, please. Fleet Auctions are a mainstream 'de-fleet' auctioneers, so this is a standout



piece for them, and you'll have to hurry - the sale is on October 29th, the day this mag goes on sale. See [www.fleetauctiongroup.com](http://www.fleetauctiongroup.com) for details.

## Yellow Hammer

At Brightwells' late September sale, there were a couple of American bargains.

There was a rather smart 1991 Pontiac Firebird with the 305 V8 and five-speed manual, and just 57,000 on the clock from its US Serviceman previous owner, which brought a sound £4,400, while a 1969 Mustang fastback in bright yellow with a 351 Windsor, four-speed and disc brakes fetched just £12,500. Their next sale is on Wednesday



November 25th at their Herefordshire base, so see [www.brightwells.com](http://www.brightwells.com) for details.





## GOT SOMETHING TO SAY?

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## Northern Light



Morris Leslie's Saturday, November 21st, classics sale features all sorts of stuff, among them a 1962 Corvette. One of the last of the solid-axle 'Vettes, this 327-powered beauty is estimated to fetch up to £40,000. The sale also includes the reappearance of the fugly Seventies Oldsmobile Starfire which I want beyond all reason. See [www.morrisleslie.com](http://www.morrisleslie.com) for later additions.

## Driven To Succeed

**Classic Car Auctions has had a busy first year, and they've already released their schedule for 2016.**

They'll have quarterly Saturday sales - March, June, September and December - at their new Warwickshire Exhibition Centre base near Leamington Spa, concentrating more on the 'driver' classics between £5,000 and £50,000 than the telephone-

number 'investment' classics.

They still have one to go this year, on Saturday December 5th, which will include this rather lovely 1962 Chevrolet Chevy II Nova ragtop at no reserve, so see [www.classiccarauctions.co.uk](http://www.classiccarauctions.co.uk) for details.



## Fresh In

In Classics Central's November 8th sale, look out for this lovely



1948 Ford F1 pick-up. Restored and upgraded with a Ford 302 V8, auto transmission, power steering, disc brakes, air con, the whole nine yards. It was imported in August and isn't registered yet, and is expected to bring between £17,000 and £21,000, so see [www.classicscentral.co.uk](http://www.classicscentral.co.uk) for details.

## Head Lines

Want to get someone the ultimate Christmas present? Quick, get to Auctions America's debut sale at the Hilton Head Island Motoring Festival in South Carolina on October 31st and raise your hand for this MkV Ford GT40. One of just two aluminium monocoque chassis built, this one has a 5.3-litre V8 and ZF transaxle and is built to road spec. At just 857kg it's as

light as your wallet will be after you cough up the estimated \$300,000-\$350,000 sale price. See [www.auctionsamerica.com](http://www.auctionsamerica.com).



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# THE **BIG** PICTURE





# 1962 Chevrolet Nova

Back in 1962, if you wanted to pull identical quadruplets, the new Chevy II Nova 400 convertible was definitely the magnet of choice. And it's easy to see why - triple red, with a 120bhp straight-six and little skinny whitewalls, and room for five plus handbags wider than your shoulders. What's not to like?

## GET IN TOUCH

*Has your Chevy ever attracted identical quadruplets? Let us know (with pictures)*

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# Letters

WHAT YOU'VE GOT TO SAY ON ALL THINGS AMERICAN CAR



**Dear ACM,**

I bought American Car Magazine while I was on my lunch break, as I like to show my fellow Audi technicians what real cars are like! So I was flicking through the magazine and I saw your article about the Greasy Wednesday's meet in Stourbridge. It put a massive smile on my face knowing that Sharon and Mick's (Greasy control crew) creation is getting some fame! It's an awesome meet with some great people and, obviously, cool American cars!



I'm a 17 year old enthusiast. I've been around the cars for almost four years, and thanks to a friend with a 1970 Dodge Charger 440 R/T I've had the opportunity to get into these cars a lot more! I bought myself a 1972 Ford Ranchero Squire with a 351 Cleveland 4V Cobra Jet engine, which is going to be restored by myself (with help, of course) and I hope to be driving it within the next three to five years. Here are a few pictures of it. Thank you for taking the time to read this email!

**Luke Poulton, via email**



*Always happy to hear from one of our younger enthusiasts, Luke. We're just glad you're enjoying the scene and enjoying 'proper' cars! That Ranchero is a beauty. More power to your elbow, mate, keep it up. DS, ACM*



Each month, the Star Letter will receive a New Car Kit of premium car care products courtesy of Meguiar's, with everything you need for a 'new car shine'.



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**1962 Corvette C2 Le Mans Replica.**  
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**1988 Pontiac Fiero GT**  
Mid-Engine 2.8 litre V6 auto. White with Grey cloth. Last year of V6 GT with all the 1988-only upgrades. Export spec, supplied new in Quebec with metric gauges and shipped to Switzerland. Stunning and rare collector quality Fiero GT, fast and smooth to drive. 79,000 miles **£9,995**



**1962 Corvette Resto-Mod 595 BHP 383**  
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**1982 C3 Corvette CE Hatchback**  
1982 FI 350 5.7 Auto Ultra low 22100 miles with Collector Silver Beige leather interior and aluminium wheels, bronze glass roofs, hatchback, cloisonné emblems. Cold AC, AM/FM stereo. Tested by Classic Car Weekly April 2013. Stunning and perfect **£23,995**



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# LITTLE RED GRABBIN' HOOD

All steel, mostly stock but running low elevens,  
this Road Runner would be King

**Words:** Dave Smith **Photography:** Jonathan Jacob











**T**he Plymouth Road Runner was the epitome of the muscle car. By the time it came along in 1968, the muscle car concept was four years old and manufacturers were fighting to outdo each other in terms of flash and lengthening options lists. Plymouth decided to take it back to the core values - cheap performance - and the brief was... brief: it should cost less than \$3,000, and the new owner should be able to drive directly to the strip and be able to run 14s. If the buyer wanted luxury options, he should move along the showroom and look at the GTX.

The base Road Runner motor was a very warm 383 with a Hemi on the options list, but other than that it was spartan all the way. It used the two-door base-model Belvedere coupe platform with heavy duty running gear, vinyl bench seats and a four-speed. It was the perfect muscle car, street hooligan and strip-ready terror; daily-driver sensible all week, but with the ability to frighten yourself and five friends fartless on Woodward on any given evening. Happy days...

As Mopar Hi-Impact colours go, this Rally Red is quite calm and understated. You have to love all the extras, though, like the 'dust trail' side strip with a cartoon Road Runner at the leading edge (far right centre) or the almost warplane-looking decal on the side of the hood scoop (right centre). Interior is very close to stock (right)

This car belongs to a Mopar fanatic who's no stranger to Road Runners, and doesn't dither about in the 13s, either. It's Richard Granger, from West Yorkshire. "The car was imported in 2006 by Peter Knight, the engine builder," says Richard. "He brought it in to build as a race car. It had been advertised in the States as a rust-free Arizona car, but it was actually pretty rotten so he sold it on to Roger Keys

of Monkfish Performance. Roger was restoring a 1969 Dodge Charger at the time and bought the Road Runner as his next project, but as time went on Roger realised he would never get around to the Road Runner so he also decided to sell it. This was when I first came across the car in an advert on the Mopar Muscle Association site. It looked very rough and needed a lot of work.







## Playing Tag

For those Mopar number-crunchers, here are the options on Richard's Road Runner

<b>E63</b>	383, four-barrel
<b>D32</b>	A727 TF transmission
<b>FE5</b>	Paint code - Rally Red
<b>H2X9</b>	Trim grade (H = high 2 = vinyl bench X9 = black)
<b>TX9</b>	Upper door frame black
<b>A03</b>	Date build (Oct 3rd, 1969)
<b>V1X</b>	Full vinyl top/black
<b>J25</b>	Three-speed variable wipers
<b>M21</b>	Roof drip mouldings
<b>N96</b>	Air Grabber
<b>R11</b>	AM radio
<b>V21</b>	Performance hood treatment
<b>V67</b>	Gold dustrail stripe
<b>V8W</b>	White rear/trunk stripe



**“It had been advertised in the States as a rust-free Arizona car, but it was actually pretty rotten”**

“At this time I was still running my '69 440 six-barrel Road Runner, but not long afterwards I decided to sell her and look for a project. Fast forward a bit, and then my '69 is sold and I've got room in the garage! By this time Roger had sold the car to Dave Billadeau, who was restoring it as his street car to run along with his '70 GTX race car. I saw the Road Runner at Dave's in the flesh (or lack of it) in 2011. It was rough;

very rough. The trunk floor had gone and it was obvious it was going to need a lot of new panels, although the frame rails were good.

“Fast forward again, and in a stroke of luck, Dave Billadeau found the numbers-matching engine for his GTX, so decided to put the GTX back to factory spec as a street car and build his Superbird replica as a race car, so no longer needed the '70 Road Runner. →





Dave had sent the car to Richard Ward for bodywork, so I took a trip over the Pennines to Richard's place to see it. It was right at the back of the workshop, but between Dave and Richard, the new panels had all been fitted. A deal was done and I brought the car home in early 2012.

"I spent a while coming up with a plan for the car. I wanted a quick street/strip car and a good bracket racing car as it would be running in American Super Stock at York Raceway. The first job was to strip the car completely. It had left the factory with Rally Red paint but at some time had been painted Sublime green and later a maroon red paint job. There was also evidence the car may have been raced at some time in its life.

"I borrowed a welder and built a rotisserie from scratch, bolted the car in and off I went, with lots of late nights in the garage. Dave and Richard had already fitted new rear quarters, sail panel, trunk floor and full width front floor section but there were still lots of little bits that needed sorting, little holes in the wheel arches and the like. I fitted frame rail connectors and a roll cage as it would be running in the 11s and the roll cage is a requirement if running these times in Super Stock at York. Once all the repairs were done the car was sent to Ash Rawson at APR Body Works. I'd bare-metalled and primed the underside of the car - it was supposed to have been in body-colour by the time it went off to Ash's but I just ran out of time so I took it as it was, put it back on its rotisserie and left Ash to it. Once he gets going it's best not to interfere!

"Ash spent a lot of time with me, working out the best way to tackle the job. He had the whole of the shell media blasted, sorted out any last little bits of rust and did a fantastic job straightening out that big B-body. The paintwork speaks for itself. While the paint was being done I had enough to be getting on with, restoring all the stainless trim and all the other parts. Every last nut and bolt came off this car and I spent what seemed like a lifetime blasting them and re-painting or re-coating them.

"The car came with its original block but we were looking for a little more power this time round, so I stashed the numbers-matching block away. I wanted to run a big-block stroker with a six-barrel set-up, and wanted to keep the stock Air Grabber hood. Dave Billadeau had a 400-cube engine tucked away at the back of his garage, which came as part of the deal when I bought the car. I wanted 550-600bhp, and trusted Billadeau Speed & Automotive with the build while the body was still at Ash's. Dave spent a great deal of time making sure all the right parts were put into it to achieve this goal, and got it just right. When the engine went on the dyno at EDA it made 600ft.lb. at 4,600rpm and →

Richard decided to mothball the numbers-matching 383 and work on this motor instead (right). He couldn't go for a tall-block 440 and retain the six-pack of carbs, so he bought a Seventies 400-cube block with the 10-inch deck height - probably from a motorhome or similar - and had Dave Billadeau work his magic on it. In fact, the block is pretty much the only factory part of the 400 used, with a stroker bottom end and ally Indy heads combining to knock on the door of 600bhp. What a handsome engine bay, too!

## Tech Spec

### 1970 Plymouth Road Runner

Chrysler 400 cubic inch block

Icon pistons

Scat H-beam rods

10.3:1 compression

Mechanical cam, 0.590" lift

Indy EZ heads

Holley 3x2 barrel carbs

Torqueflite 727 transmission

Reverse pattern manual valve body

10" converter

Dana 60 with 4.10:1 gears

Caltrac split monoleaf rear suspension

Stock front suspension

Thanks to: "I'd like to say thanks to Ash, Dave and Neil for their help putting this car together, to Chris Round for lending me all the tackle that I didn't have (and that extra pair of hands when needed) and to Claire and Jack for their support during racing season."





**“When you're just cruising around you're only using the centre carburettor. It's still not that economical, though!”**





580bhp at 5,500rpm. I wanted to keep the six-barrel as I liked it so much in my old car. It's a great street/strip set-up, as when you're just cruising around you're only using the centre carburettor. It's still not that economical, though!

"Once I got the body shell back from Ash I could get it rolling again. By the time I got the doors, front fenders and trunk lid back from Ash over the following four months, I had re-fitted the dash, wiring and rear glass. Re-fitting the panels, doors and glass was a job I found myself re-doing a few times before I was happy, but after two and a half years it was finished and I was really pleased with the end result.

"Originally I just fitted Super Stock rear springs, but at Dragstalgia in 2014 it just wasn't working right. I fitted CalTrac split mono-leaf springs and it was a different car, much straighter. After its first full season at the track this year we have made good progress with the car - it has run a best of 11.3, has run consistently in American Super Stock and Pro ET at York and the UK Stock and Super Stock Class at Dragstalgia and Hot Rod Drags. We also picked up a trophy at its first outing at Mopar Nationals!

"I do use it on the street quite a bit, but don't go too far - maybe to Leeds cruise, or just out for an hour's drive. I've taken it to a few shows, depending on the weather. It's a bit of a handful on the

Rich, behind the wheel (below left) ... and who can blame him? Interior is mostly stock black vinyl, with a few additions like the monster tach and the racing floor shifter instead of the column shift, but these can be reverted to stock. In fact, remove the cage, and swap those Weld big'n'littles (below) for original rims and the car's a stocker again. Meep, meep!

street but not too bad as the 10-inch converter has quite a low stall. It does get driven, but next year we're going to concentrate on the racing. We've got most of the bugs out, but there are still a few jobs to do over winter; for example, I'm going to fit a regulator with a return fuel line as the fuel gets hot because the exhaust is so close to the tank. There are a few other little jobs to do, and then I'm ready to cruise and race. The car's still mostly stock - if I took out the cage and put the original motor and wheels back on it would be stock - but a street/strip build will always be a compromise. Five hundred and eighty horsepower with 1970 technology can get a bit lairy!" **ACM**



**"If I took out the cage and put the original motor and wheels back on it would be stock"**





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# WHITE HAUL

Bucking the trend in a custom Chevy pick-up...  
with Mopar power!

Words: Dave Smith Photography: Darren Woolway





**Y**ou've got to love the late Fifties. Car styling was wilder than it had ever been, and, arguably, has been since, with chrome, fins, options and gimmicks galore. It was around this time that even the humble, hard-working pick-up began to get the same treatment. Up until that point, a pick-up truck was just a basic tool - it had a cab and a bed, and was designed to haul half a ton of hay bales or timber, nothing more. It didn't need fancy trim or expensive options, and wasn't required to be comfortable. It was as simple as a shovel, and used as hard.

Come the late Fifties and it was clear that truck styling was going the same way as that of the car range. Twin

headlamps, wraparound windcreens, sculpted sides, intricate trim and badges, even V8 power! A load of bricks or a litter of piglets didn't give a damn about that sort of thing, and it was just something else to get damaged or broken, but truck buyers were getting more demanding... these weren't just shovels any more, they were custom, designer shovels.

These days, those old shovels are treated to custom touches and engineering that wasn't even dreamed of in 1959, but the '59 Apache stepside you see here is unusual even by custom truck standards. It's owned by Nigel Hayes, from Kent, so let's see how it came about. "Back in my early twenties I had a few Americans - a '68

This truck required a mammoth welding session to put years of hard work right, but it all came good in the end. Nigel spent a long time agonising about what colour to paint it, but it was his missus, Sharon, who suggested it'd look good in white... Women are generally always right, and Sharon was bang on the money here (below). Old column-shift manual has given way to a T5727, shifted by B&M (below left) after Nigel fell out with the preceding Lokar item.

**"It was as simple as a shovel, and used as hard"**





Mustang, a Firebird, a Lincoln Continental - though they were all £400 cars back then!" says Nigel. "I've always been keen on them. I have a motorbike shop, M&M Motorcycles in Snodland, and I've built a few custom bikes over the years. I always fancied another American, but a truck this time.

"I started surfing eBay around five years ago, and found this truck. The seller, Paul, lived up Nottingham way, and he'd imported it himself. Anyway, I bid on it, won it, went to pick it up and put it in my garage. I thought I'd just get it running and put it through an MoT, but me being me I ended up stripping it down to every last nut and bolt!

"It was all in primer, so I sent the cab and bed away to be sandblasted. It came back in red oxide, and that really shows up all the holes! The rear cab corners, the doors and the cab steps had rotted out, all the common rot spots, so I had to weld in new floors, new corners, new steps, repair and alter the bulkhead, and replace the front body to chassis mounts. It was quite a task! I have a friend with an industrial blasting set-up, so we blasted the chassis ourselves and that turned out to be in really good order so we painted it up.

"I bought a Mustang II front clip for it, complete with power rack and pinion steering, discs and callipers and two-inch drop spindles. It said it was →





a 'direct drop-in replacement' but it never is! I ended up having to trim an 18-inch long strip off the bottom of the chassis rails to make it fit. Very few of the bolt-ons I've bought have bolted straight on. Geof Hauser built me a Ford nine-inch rear end with a Strange centre section, and I bought a kit to mount it on four-bars and coil-overs. I had to fabricate all the brackets and a new crossmember, and it's all adjustable. Then it was on its wheels.

"The truck came with a straight-six and three-speed manual transmission - it was very basic, no refinements at all! I was stuck for a motor, but I crew for John Turner with the Green Fish drag racing Plymouth Cuda, and he just pointed and said 'There's a 440 and 727 there!' I had the block bored and checked by Dave Milam, and installed K1 Technologies knife-edged crank and rods, custom pistons, aluminium heads and a 750cfm double pumper carburettor.



"I had the reverse pattern 727 trans serviced by Stanton Transmissions in Tonbridge, and had a prop made with bigger UJs. It has a 3,400rpm stall converter, but that's too much for the road so I'm having another made now with a lower stall. I got a local guy to do the bodywork prep, filling and painting, then I tidied the bulkhead. I used a smooth, flat sheet for the bulkhead, bought a brand new wiring harness, and ran all the wires and pipes along the chassis rails to keep the engine bay looking clean and tidy.



**"Very few of the bolt-ons I've bought have bolted straight on"**



"Inside, John Turner did the seat reupholstery and made door cards from scratch - it had none when I bought it. Another friend of mine who's a trimmer did the kick panels, the carpets and the headlining. I originally fitted a set of Dolphin gauges in the dash, but decided I didn't like them so I fitted a set from Classic Instruments instead! I had also fitted a Lokar shifter, but could never get it set up right so I replaced it with a B&M shifter. The battery is hidden under the seat, and all the switchgear and the

MP3 player are hidden away too. The old bumpers needed straightening and rechroming, and it turned out to be cheaper to just replace them with new, but the bonnet badge and side badges are the originals, replated. All the glass is new, and all the door locks have been replaced.

"The fuel tank was originally in the cab, so I removed it, plated over the filler hole, and fitted a 19-gallon tank under the pick-up bed, which is lined with oak veneer and stainless strips. I bought kit to convert the vacuum wipers to electric, which was a direct replacement bolt-on fit, and it fitted! I plugged it in and it worked, and I couldn't believe it! A bolt-in swap that worked first time! I fitted electric washers, too. I replaced the water pump with an electric version that fits inside the original casting - you just take the stock impeller out and fit the electric motor and impeller. The radiator is a larger, three-core unit but it looks stock. →

## Tech Spec

### 1959 Chevrolet Apache

- 440 Chrysler V8
- K1 crank and rods
- Diamond custom pistons
- Edelbrock aluminium heads
- Edelbrock 440 Victor manifold
- Quick Fuel 750cfm double-pumper carburettor
- Roller rockers
- Solid lifters
- Dave Brown custom camshaft
- Electric water pump
- Doug's headers
- Cherry Bomb silencers
- Side-exit dual exhausts
- TorqueFlite 727 three-speed auto transmission
- 3400rpm stall convertor
- Mustang II-based front clip
- Power rack and pinion steering
- Vented discs front
- Two-inch dropped spindles
- Ford 9" axle
- Strange centre section
- Adjustable four-bar, coil-over rear suspension
- American Racing 15" wheels

Thanks to: "Many thanks to John Turner, Dave Milam from She Devil Racing, Stanton Transmissions, Niven West, Terry for the paint, Lardy Lee, and my partner Sharon for putting up with boring weekends and for insisting that I paint it white..."



"It was 'finished' last October, and I reckon I'd put around 2,500 hours into it. When it first got running it seemed to run extremely rich, and needed a lot more ignition advance putting in to make it run right, but it was pretty lively after that. I reckon it should be giving between 500 and 550bhp. When it was first out on the road it seemed to be pushing out a lot of coolant, and I tried bleeding it and all sorts and couldn't get it to stop. A friend of mine took one look at it and pointed out that I'd got a 7lb cap on the radiator and should have a 16lb cap, so I swapped and it's been fine ever since! I added a catch-can, too. Now it cruises beautifully and keeps its cool, 150 degrees on the motorway and 190 in traffic. I also fitted an electric vacuum pump because I thought the cam wouldn't provide enough vacuum for the servo, but then the switch on the pump packed up. I replaced it, then that packed up, so I

replaced it again and two weeks later that packed up too, so I got fed up and just plumbed the servo direct to the manifold. It worked perfectly...

"I've probably only done 700 miles in the year since it's been finished, but I'm really surprised at how well it drives on the street. I thought it was going to be a pig! It took some getting used to but it goes well and handles well. There's a bit of body roll, but it wasn't set up for cornering, and it really digs in and takes off when you punch the throttle. It's easy to drive, too, you don't need to do a workout before setting off! It's definitely a keeper ... until something else comes along. I'm terrible for that, I just love building things! Over winter I'll be fitting the tighter convertor and a nitrous kit, but I'll only be giving it a 100bhp shot as I didn't build the motor for big nitrous. Plus, there's always plenty of work to do on John's Green Fish!" **ACM**

**"It's definitely a keeper ... until something else comes along. I'm terrible for that"**

That's either Nigel or the devil (right) - we're going for Nigel. The bed is as clean as the rest of the truck, with oak veneer wood and stainless strips between, and a large fuel tank beneath. Nigel reckons the truck is a surprisingly pleasant drive on the road (below). It shouldn't be a surprise, as the Mustang II-based independent front end gives it power rack and pinion steering and power disc brakes. The four-bar rear end is built for straight line traction though, and needs to be, with a heavy-breathing Mopar big-block putting power to it.





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Auto  
Metallic Paint  
Leather  
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Pick-up  
Bose Sound System

### 2015 Cadillac Escalade ESV



**NEW**  
LHD  
6.2L V8  
Automatic  
Metallic Paint  
Full Leather  
7 Seats  
Power Slide Moon Roof  
4 DVD screens

### 2013 Cadillac Escalade EXT



**USED**  
LHD  
6.2L V8  
Auto  
Metallic Paint  
Leather  
Sunroof  
Keyless  
Bose surround system

### 1967 Shelby GT 500 Eleanor



**USED**  
RHD  
427 cu in Engine (620HP)  
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Navigation  
Reversing Camera  
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All round Disc Brakes

### 2010 Ford Mustang GT Convertible



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# Drive

## "SHE'S THE LAST OF THE V8S"

**Australian car; American power; British badge. It's the commonwealth muscle sedan!**

**Words & Photography:** Dave Smith

The Aussies have a long and distinguished heritage of muscle car building, just about as long and distinguished as that of another ex-colony, the United States. What's most noticeable about Aussie muscle fans is that they don't give a hoot about how many doors the car has. Four-door sedans with loopy powerplants are par for the course down under, and if you've never watched their V8 Saloon car racing, you really, really should.

Holden were responsible for the Monaro coupe in 2003, and this made it over to the UK as the Vauxhall Monaro and to the US as the Pontiac GTO, where

it was intended to bridge the gap between the last of the F-body Camaros in 2002 and the fifth-gen Camaro in 2010. For some reason, it wasn't the success they'd hoped.

The current big, rear-drive sedan from Holden is the VF Commodore. Naturally, they let HSV (Holden Special Vehicles) loose on it, and what you see here was the result. Like the Monaro, it was exported to the US as the Chevrolet SS and to the UK as the Vauxhall VXR-8. And, frankly, it's bloody mental.

The first VXR8s were understated, quite the sleeper, until the driver gave the LS2 6.0 V8 a good kicking, and then

nobody got any sleep. The latest GTS version is a lot more blinged up, for better or worse, and sports a supercharged LSA V8 hoofing out the fat end of 600bhp. Now nobody could describe it as a sleeper, with bulbous arches, angular body kit,

LED running lamps and lairy colours like this Cheap Fake Tan Orange. It's hard to miss. Vauxhall were kind enough to lend me this one for a few days earlier this year, and the experience has certainly stayed with me.







First off, be under no illusion that this is a large, comfortable five-seater. It's truly family-friendly, with leather seats, loads of legroom and a capacious boot. Being designed as a right-hooker means there are no compromises for the UK version, and getting comfortable behind that well-laid-out dash is no problem. Picking the car up from Luton, I was really looking forward to hitting the M1... and sitting in a traffic jam for two hours. The

clutch isn't heavy, but after the first hour of stop-start traffic it did get a wee bit tiresome.

Soon after coming off the motorway, I pulled up to some red traffic lights at my junction. Alongside me, a BMW pulled up, giving it a few revs and holding it on the clutch. Right, I thought, let's see what this'll do. First gear, green light, full throtaaaaaaaaaaaaaaargh! The power was instantaneous and completely linear, throwing my head back in the seat until it hit the

rev limiter at 6,200rpm, throwing my head forward again, giving me just enough time to grope the 'box into second and repeat the process, shrieking like a schoolgirl the whole time. No wheelspin, no drama, just insane power. How I held it in a straight line is beyond me. The Beemer was a dot in the mirror by the time I hit third; he was probably too busy wetting himself laughing at my head-bobbing hysteria to try to catch up. →

## Tech Spec

### 2015 Vauxhall VXR8 GTS

Supercharged gen-IV LSA all-alloy V8

6,162cc, two valves per cylinder

Eaton 1.9-litre supercharger

Water-to-air charge cooler

TK6060 six-speed manual transmission

3.73:1 limited-slip differential

20-inch forged aluminium wheels

Continental ContiSport Contact 5P tyres, 255/35R20 front, 275/35R20 rear

576bhp @6,150rpm

545ft.lb. @ 3,850rpm

155mph max speed (limited)

0-60mph 4.2 seconds

18mpg fuel economy (combined cycle)

363-373g/km CO2 emissions

390mm crossdrilled, vented front brakes with six-piston callipers

372mm crossdrilled, vented rear brakes with four-piston callipers

c. £55,000 RRP on-the-road

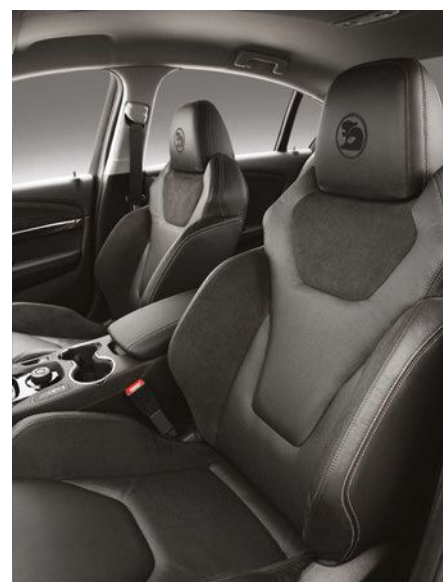






There's a boost gauge on the console, and I noticed that when you're just cruising along, it reads next to no boost. Clog the throttle, though, and it flies up the gauge - 30 kilopascals, 60 kilopascals, all the way up to 90 kilopascals! Wow, I thought, what the bloody hell is a kilopascal? It's obviously a unit of measurement for how much you can frighten your passengers, from 30 kilopascals - white knuckles and swearing - to 90 kilopascals - damp seats and a suspiciously organic smell. Off-boost, though, it's as pleasant and tractable as any other big sedan.

I took the car along to the NSRA Nostalgia Nationals at Shakespeare County Raceway - not to compete, just as a spectator. The comments I got ranged from "Hey Toad, is that you in that beautiful car? Jeez, what a waste of machinery," from one American Graffiti fan, to "Hey, Dave, is that your BMW?" And he wasn't alone - many mistook it for a big Beemer. In fact, not many observers had anything nice to say about the styling; however, from the driver's seat it's not your problem.





## Stealing Styling

Being the UK arm of the mighty General Motors empire, the VXR8 is far from the first time Vauxhall has borrowed from overseas. When I went to Luton to collect the VXR8, I was privileged to be shown around Vauxhall's on-site Heritage Centre, a place where ranks of old Vauxhalls are lined up, either preserved, restored or, for later models, just kept as the last of their line. There was some stunning machinery in there - a Lotus Carlton, a Chevette HSR, a huge Cresta etc - but, to illustrate my point, they let me take out a 1959 Vauxhall Velox.

This two-toned blue and white beauty had American styling cues all over. Check out

the whitewalls, the chrome, those mini-fins. That wraparound windscreen, roofline and three-piece rear window are pure Yank, and owe more than a little to the contemporary '58 Chevy. Under the bonnet, there's a plodding old straight-six that also owes plenty

to transatlantic technology, likewise the column-shift manual box behind that huge wheel.

What I did notice is that the Velox was undoubtedly a large car by Fifties UK standards, yet parked next to the VXR8 it looked tiny. Suddenly, 13-inch wheels

looked like toys next to the VXR8's 20-inch monsters with low-profile tyres, and weedy drum brakes looked mightily inadequate. And yet, despite the 50-year gap between the two, the Velox was considerably lighter than its young descendant.

What I didn't tell the nice people at Vauxhall is that all I could think about was removing the running gear from the VXR8 and dropping it into the Velox... Now THAT would be a handful.

Thanks to: Vauxhall UK. There are only a handful of dealers who can sell you a VXR8. Find your nearest, and all the details, on [www.vauxhall.co.uk](http://www.vauxhall.co.uk)



Overall, it could be the perfect modern muscle car. It's front engined, rear-wheel drive, extremely comfortable yet, with a prod of the throttle it instantly turns from Dr Jekyll into Mr Hyde. The only issues I found on the road were the big Continentals tramlining in the truck ruts in the left-hand lane and the fact that, at anything below full throttle, it's quiet. Too quiet. By a long shot.

Unless you are particularly feathery-footed, fuel costs will be rapacious, but if economy is your concern then why the hell are you looking at a two-ton car with a blown V8? I wouldn't want to have to cough up for a new set of tyres, and the first-year road tax price doesn't bear thinking about, but other than that, this has got to be the best value true muscle car around. In terms of bhp per £, it's untouchable - being more

powerful than the likes of BMW's M3 and Mercedes' E63 AMG, but around £20,000 cheaper - yet it's a daily-drivable pleasure to own, so if you can get over the questionable styling and the fact that it has a Vauxhall badge on the bonnet, you could be smiling all the way to ... well, wherever you're going.

It could also be the end of an era. With Holden being wound up

over the next couple of years, future GM muscle car development is in question - Holden's underpinnings provided the basis for the fifth-gen Camaro and Chevy SS. Once the Commodore goes out of production, Vauxhall probably won't bother sourcing a new rear-drive halo car. Could the VXR8 be the last of the V8s? Looks like you'd better source yours now. **ACM**



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# Ipswichcraft

Life begins at 41 for the NASC's annual bank holiday blowout

Words & photography: Andy Willsheer

Committed followers of the National Association of Street Clubs' annual get-together in Trinity Park, Ipswich, again turned out in respectable numbers to support the organisation that in 2014 celebrated its 40th

anniversary following formation by a nucleus of five clubs. Although the overall attendance may have been marginally down for this year's four-day affair, there was nonetheless a full programme of diversions to keep →











attendees out of mischief... or even to induce a little tomfoolery on occasion.

As is now customary, the Saturday morning 10-mile cruise to the coastal town of Felixstowe attracted a decent number of participants, as well as numerous spectators en route to watch the colourful parade pass by. Upon arrival at the town centre, drivers were marshalled along the promenade, where they were able to park and offer local residents and bank holiday trippers alike the opportunity to wander along the line-up and check out the grand automotive gathering. Said owners made the most of the warm, sunny climes to look around town, catch a few rays on the beach, lend an ear to a two-hour gig by trio Lower The Tone, or rummage through the offerings at an adjacent car boot sale. Come four o'clock, there were very few vehicles remaining, and of those I couldn't fail to notice the

presence of breakdown services endeavouring to get some of the stragglers' cars back to running order for the return trip to Ipswich.

Back at the campsite, people were making the most of a little relaxation as well as cruising around the site before getting in the mood for another evening of jollity in the back-to-basics barn earmarked for the occasion. Those seeking more sensory-assaulting diversions were able to queue for the Wall of Death which was offering wristband wearers a free gander at the thrill show that, aside from the customary variety of two-wheelers barrelling around the Demon Drome wooden boards in gravity-defying fashion, also included a modified '30s Austin Seven named Talula. Seeing the pre-war machine being put through its paces was highly entertaining and certainly amused my warped sense of humour... ➔







Drizzle on Saturday evening didn't put much of a dampener on proceedings as the customary fancy dress-attired revellers and others strutted their stuff in the barn until the official entertainment was over at 11.30pm. A family disco was offered as an alternative to the barn bash, as was an alfresco film show put on for kids of all ages.

Members of the public were allowed in on Sunday for the show'n'shine which saw a goodly turnout of vehicles in both the main arena and adjoining greenswards. The booming tannoy voice of ever popular commentator John Price kept visitors informed of what was happening and when, with the master of ceremonies

also presiding over the afternoon prize giving in which winners were duly awarded trophies for their choice rides.

Also, the Top 10 awards handed out early to those folks opting not to stick around for the formal event closure - several were leaving for Rockingham Motor Speedway to take in the Cars & Stripes show - was seemingly conducted for the last time when it was decided on the wet bank holiday Monday that in future ALL awards would be given out on the Sunday rather than spreading the deal over two days; a decision that may not have met with unanimous approval but has much to be commended. Here's hoping all goes to plan in August 2016... **ACM**





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# Fly-Drive

Everything classic with wings or wheels can be found at the excellent season-closing Sywell event.

Words: Andy Davis Photography: Andy Davis, John Kennedy

After a season full of events spoiled by the weather, it was great to enjoy the warmth of an Indian summer for the Sywell Classic in late September. With an increase in classic car clubs attending and support from Vauxhall, there was more than ever to see at this third running of the Pistons & Props event.

Displays from the Mopar Muscle Association, Charnwood Cruisers and a host of individual American car owners ensured there were plenty of exhibits representing the USA amongst the MGs, Stags and Lotuses on a packed show field, whilst Vauxhall were celebrating 40 years of the Chevette with a display of Seventies and Eighties

cars from their heritage collection.

Down at the eighth-mile strip, the drag racing demos proved very popular, with Taz Racing providing 180 degree swivelling burnouts with their Fiat 126s, and Ginner lifting the front wheels of his Outlaw Anglia van with some hard launches. Once the strip had been extended into a sprint course around the perimeter of the grass airstrip, we were also treated to runs from classic Group 2 rally cars, and old Formula 1 cars from Hesketh, Benetton and Jordan.

The aerial displays took in both world wars this year, with a Spitfire and Hurricane from the Battle of Britain Memorial Flight, and mock dog-fights →











from half a dozen WWI replica planes complete with pyrotechnics. Vauxhall also joined in the Great War tribute with a Vauxhall powered replica plane built for an aborted Biggles film, displayed with a genuine WWI army staff car.

Musical entertainment was provided by a swing band featuring sets from two good female vocalists, whilst the main hangar hosted a vintage shopping fair and the show field included traders,

an auto-jumble and the "Pilot's Mess" temporary pub. Plus, of course, it all takes place in the Art Deco atmosphere of the Sywell Aerodrome.

Though not exclusively an American car or hot rod show, this is a fine day out and the American exhibits and drag racing demos are always well received, so if you think the show season ends with the Hot Rod Drags, think again! **ACM**





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**example**

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3. Add your 3 letters (not I, Q or Z)

### CR15 PCO

**example**

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			BVG 560E	LCL 628A	ONT 52P
			CNU 59H	LFM 427N	TTU 624H
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CYN 119C	KBL29N	PMA 96D			

CM10.15/A44/r



# Living History

The NSRA's annual autumn nostalgia-fest is always a treat, and this year was a banner year

Words: Dave Smith Photography: Jeni Long, Dave Smith

The middle of September is the spot on the calendar reserved for two very different classic meetings - the Goodwood Revival and the NSRA Hot Rod Drags. One is a highbrow, rather British event for fans of motor racing when it was a gentleman's sport; the other is a noisy event for fans of the people who showed that motor racing wasn't just for those with 'Sir' before their names. We went to the latter.

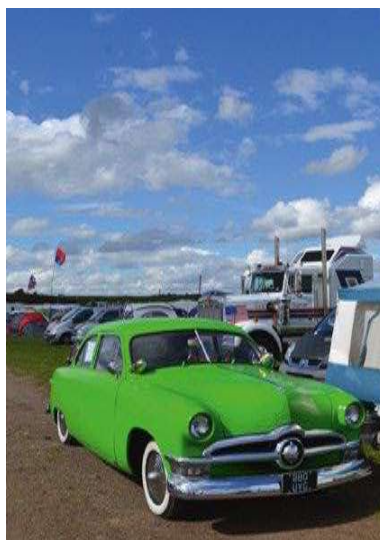
This year's event was another about which there had been much excitement and build-up beforehand, with many participants travelling the length of the country, setting off early

to be at Shakespeare County Raceway first thing on the Friday morning. The strip was open on Friday afternoon for those running through the mufflers, and many took advantage of the extra track-time. There then followed an evening of relaxation, meditation and quiet reflection on the day.

Overnight damp meant that those who had 'over-relaxed' the previous evening could have a bit of a lie-in before the track opened with all classes ready and raring to go. Aside from the huge pre-1973 RWYB crowd, the Outlaw Anglias, Gasser Circus and Wild Bunch were putting on a show.

The Super Stock class saw a whole spread of muscle cars competing for honours, whilst the ground-shaking Supercharged Outlaws were also out to demonstrate that there's no such thing as too much power. It was all going great guns until a huge downpour mid-afternoon left the track crew with little chance of having the surface dry before the 5pm curfew, so many parked their cars, lit the barbie and began catching up on their 'relaxation' from where they'd left off the previous evening.

The evening was a pleasant one, with parties up and down the pits →







## FRIDAY STREET DRAGS WINNERS

Friday Street Drags Quickest ET: Andy Hadfield, 'Twister' T, 8.46 seconds

Friday Street Drags Most Runs of the Day: Neil Thomas, 1932 Ford, 17 runs

Thanks to the NSRA, Quartermile High, American Car Magazine, Robco Tools, LFB Motorsports/Lucas Oils and, of course, Shakespeare County Raceway for their generous sponsorship of the goody bags for the Friday drags.



and around barbecues all over the campsite. As the sun went down behind the banking, providing a spectacular sunset, the masses all headed down to the track for the 7pm Cacklefest. Dozens of nostalgic cars headed down the fire-up road and lined up along the centreline of the track, revving their engines and spitting flames whilst the fireworks lit up the darkening sky. It was quite the sensory overload. I wouldn't have wanted to swap places with the poor chap in the high-vis at the head of the fire-up road who had to persuade participants that the rolling burnouts of previous Cacklefests were no longer acceptable, to the boos and catcalls of a packed grandstand.

The magnetic draw of Kenny's Bar was only broken by the band in the adjacent marquee who powered up and treated a capacity crowd to two sets of covers from the fifties onwards, and made a damn good job of it too. The party went on well into the early hours, and many achieved a state of relaxation usually reserved

for those under general anaesthetic.

Sunday was another pleasant, if rather autumnal day, and again the stands were as packed as the queues to race. Watching everything from Outlaws running sevens, to a Thames van achieving the most spectacular wheelstand off the line, to a glassfibre Ford Pop bodysell being supported by four lunatics staging, purging the nitrous (yes, really) and making a run... to about 60 feet, at which point they all aborted and climbed over the guardrail. Surreal.

The buzz of the Hot Rod Drags is always tempered with a major comedown at the end, as people realise that the season is all but over. Fortunately it had been a real blast of a weekend, one to remember, so as people start packing the camping gear back into the loft for another winter, the memories of a superb HRDs should keep the fires burning until next year. Well done to the NSRA and Shakey County crew, even the poor bugger in the high-vis jacket. **ACM**







## NSRA DIRTY DOZEN

- Simon Jones, '36 Ford
- Jack Bishop, Plymouth Barracuda
- Mikey Hamilton, Singer Gazelle
- Daz Chandler, '69 Chevrolet Nova
- Guy King, Chevrolet SS Chevelle
- Jake Cawthorne, 'Flag Jumper' Dodge
- Wayne Allman, "Mental Breakdown" VW Breakdown Truck
- Tom Pugh, "Boss Tin" Ford Popular
- Neil Bolton, Anglia 105E Estate AWB Gasser
- Dave Billadeau, "Ol' Scatter Bolts" Dodge Coronet
- Pete Ayres, Flathead Modified Model A
- Lee Andrew, Fordson

## WINNERS

- Quickest Wild Bunch: Tom Hawkins, Time Traveller 1 slingshot, 8.633
- Quickest Supercharged Outlaw: John Reeve, Fiat Topolino, 7.147
- Quickest Outlaw Anglia: Cliff Griffin, 7.837
- Quickest Gasser: Jerry Denning & Lee Pike, Honky Tonkin II, 9.172
- Quickest Flathead: Bradley Cooper, Blast From The Past Slingshot, 11.370
- Quickest Tot Rod: Ford Skipp, 13.594 (eighth mile)
- Flathead Meltdown: Pete Ayres, Modified Model A, 14.198
- Fastest Unblown Flathead: Pete Ayres, Modified Model A, 14.198
- 4-Banger Challenge: Steve Cooper, Modified 1923 Model T, 18.031





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# Good Times...

**With the weather (almost) playing ball, the four-day FIA European Finals at Santa Pod was the season-closer everyone had hoped for**

Words & photography: Andy Willsheer



With a distinct autumnal nip in the air, it may not have been quite ideal for spectators at what is traditionally the biggest and best drag race of the season hosted by Santa Pod Raceway. The chilly climes failed to deter fans, however, and although pre-event bookings may have been down compared with last year's Finals, the facility was nonetheless pretty rammed come the weekend of the four-day event.

Thursday's Sportsman qualifying provided an indication that all was certainly well with the racing surface, the only real casualty of day one being Deborah Laugher, whose Q4 qualifying shot ended with the immaculate Miss-Guided '63 Corvette split-window

(erroneously described as a '63 Camaro in the event programme!) on its roof at the finish line. The lady was fortunately A-okay and the squirrely blower car, which was competing in a field of some 40 Super Pro ET contenders, can be repaired without undue difficulty. Slight drizzle also affected the day's proceedings, but the brief hold-up was a mere minor inconvenience.

There wasn't a bad crowd at all on the last workday of the week, many folks rolling up to watch the ballyhooed twilight qualifying for the two blown-nitro classes, Top Fuel and Funny Car. The action kicked off past the 7.15pm scheduled time, but the stirring sight of flames stabbing the darkening strip was hopefully appreciated by

(Above) Deborah Laugher didn't have the best of starts to the Euro Finals, the immaculate Corvette ending Q4 on its roof at the finish line. (Top left) 'Fast Freddy' Fagerström (shown waving in centre of pic) was cruising the pairing lanes in this flamed Model T that matches the paint scheme on his crowd-pleasing, turbocharged '66 Chevy C-10 Pro Mod pick-up truck. (Top centre) Kevin Kent won the event and also nabbed European Funny Car Series championship laurels.

the audience, though perhaps not euphorically insomuch as Finnish chicken farmer Anita Mäkelä was the only driver to make a representative full pull along the 1000ft racing distance. A none too shabby 4.01/250 was carded by the lady who, at the penultimate championship round - the Scandinavian Internationals in Tierp, Sweden - recorded six three-second runs, a European first. The three participants contesting the third season of the European Funny Car Series also made a go of night-time qualifying, each making five-second runs, troubled in the main by traction woes that also proved problematical for nigh-on all T/F competitors in the Q2 session. It was going to be a two-horse race for →





the championship, aforementioned Anita being less than one round behind Sweden's Micke Kägered in the points. Her confidence was boosted with pole qualifying position but, alas, it all came to naught when a round-one loss against Jari Halinen effectively ended her quest. The strange thing was that Jari was an alternate when Q4 was completed on Saturday and only participated on the sunny Sunday because Sweden's Patrik Pers suffered excessive mechanical carnage in his Fueller and couldn't make the call for final eliminations. Jari was delighted to take his first Pro event trophy when downing Micke in the final round, making a welcome turnaround for the former Sportsman racer who disappointingly didn't make the eight-car field at Tierp II.

Top Methanol Dragster was only ever going to be a Werner Habermann Racing benefit affair, sons Timo and Dennis being the class of 2015 and heading the FIA championship points coming into this event. They qualified #1 and 2 respectively, before Dennis went on to claim a double-bubble victory, garnering event laurels as well as securing the championship before the finale against Swede Jonny Lagg's injected-nitro entry was even contested.

(Above)  
'Fast Freddy' Fagerström is still sorting the turbocharged motor in his Chevy C-10, but the crowd was delighted just to see the burnout king back at the Pod.

(Right middle)  
Long overdue success finally came to Jari Halinen, the quiet Finn converting a DNQ to the big win in Top Fuel when, as first alternate, he took the place of Patrik Pers in eliminations.

(Right bottom) FIA Top Fuel champion Micke Kägered is bookended by Anita Mäkelä and Denmark's Stig Neergaard at Sunday evening's presentation affair.

Top Methanol Funny Car became a two-car deal when Jürgen Nagel damaged the motor in his Classic Oil Camaro Z28 during qualifying and couldn't contest eliminations. This left Sweden's Leif Andréasson and sole Brit in the class, Steph Milam, to carry on in competition. They both ran five-eighties in qualifying and during the sole elimination pairing it was Leif first past the post, carding a winning 5.85/242 over the lady's game 5.90/246, thereby heading home with a pair of trophies - one for the FIA championship, which he'd clinched prior to the Euro Finals, and the other for garnering event honours. These were due reward for a tumultuous season that saw his Monte Carlo destroyed when it was driven into by errant competitor Micke Larsson at the Tierp Internationals in early June, making for a mad scramble to get his former Dodge Stratus-bodied ride race-ready for round three in Finland one month later.

All-Swedish Pro Stock action saw Jimmy Ålund relinquish the #1 on his Camaro to Thomas Lindström who had taken a 46 point lead over the nine-time FIA European champion when winning Tierp Arena's Scandinavian Internationals. Jimmy

dominated the class here at the Pod - #1 qualifier, event winner over fellow finalist Lindström and the only entrant to run in the 6.5-second zone - but he failed to close the gap in the point chase and was thereby denied a 10th championship. All credit to the ebullient driver of the Enrryd Cars Dodge Stratus for a repeat of his 2012 accomplishment and commiserations to Jimmy despite giving it his all.

Pro Mod saw two Swedish long-time protagonists - defending FIA champion Micke Gullqvist and Mats Eriksson - battling all the way to the semi-finals of eliminations, where Mats' championship aspirations were dashed by a mortifying red-light start against Micke, who then went on to convincingly trounce UK racer Roger Moore in the final round, his blown Camaro recording 5.97/245 over the nitrous Viper's 6.51/210. The victory also gave Gullan a fifth FIA title.

Fuel Funny Car honours were procured by Kevin Kent in the West Ten Motorsport Ford Mustang after he initially defeated point leader Gordon Smith in round one of eliminations before going on to beat the Showtime Mustang of #1 qualifier John Spuffard in the finale pairing. **ACM**





## SPORTSMAN WINNERS

**COMP ELIMINATOR**  
Kev Perkins, Oldsmobile Cutlass,  
7.53/179

**SUPER COMP**  
Ronald Huis, Chevy Handyman,  
9.00/149

**SUPER GAS**  
Jon Giles, Willys coupe,  
9.99/138

**SUPER STREET**  
Matthew Seamarks, Ford 100E,  
12.37/68

**SUPER PRO ET**  
Scott Hauser, HRC Dragster,  
7.49/176

**PRO ET**  
Lee Huxley, Ford Mustang,  
9.93/134

**STREET ELIMINATOR**  
Mark Todd, Pontiac GTO,  
7.36/no speed

**JR. DRAGSTER (1/8-MILE)**  
Paige Wheeler, JMA,  
8.03/79



## 2015 CHAMPIONS

**Super Pro ET:** Simon Gough  
**Pro ET:** Team Dark Horse (Brian & Lee Huxley)  
**Sportsman ET:** Craig Wright  
**Super Comp:** Stuart Doignie  
**Super Gas:** Stuart Doignie  
**Super Street:** Karen Stevens  
**Lucas Oil Junior Dragster:** Charlotte Bradford  
**Topspeed Automotive Street Eliminator:** Mark Todd  
**Wild Bunch series:** Keith Crampton  
**Wild Bunch MSA Springbridge series:** Phil James  
**Wild Bunch Roy Wilding Race Cars series:** Keith Crampton  
**Wild Bunch Spirit Of Nostalgia series:** Phil James  
**Outlaw Anglia:** Cliff Griffin

Congratulations to Mark Todd for setting the new Low ET record in Topspeed Street Eliminator at 7.242mph.





# The Final Tally

**The National Finals, the last chance for UK Sportsman racers to grab those championship points**

Words & photography: John Kennedy

Well it's that sad time of the year again; yep, the National Finals from Santa Pod Raceway, the end of the competitive drag racing season in the UK... and what a weekend it was! After a wet and changeable week old mother nature stuck her sunnies on and gave us THE best weekend's race weather you could have asked for. Blazing sun for the whole weekend made for a very sticky track - I nearly lost my shoe at one stage, trying to get across the track a bit smartish to catch cars running in the Autoglym lane. A light wind funnelling down the track towards the start line made the burnout smoke plume backwards and with the sunlight catching the smoke it made for a great dynamic effect - giving off a yellow/brownish hue.

Everyone seemed to be pumped up for the event and with the 20-plus classes racing there were lots of people about and the track crew really worked

their socks off all weekend. The pairing lanes were cleared in record time, with every class making superb times - blink and you missed that one car/bike you'd been waiting for. Pro Mods were running six seconds, Street Eliminators running seven seconds - the racing action was very intense with a lot of racers going for broke as it was the last outing of the year for many.

The National Finals don't have all the usual Santa Pod razzamatazz with the fun fair, Monster trucks etc, but most punters that attend this event are there purely for the racing which, it has to be said, was absolutely brilliant - hats off again to all at Santa Pod.

The attending crowds were treated to something a bit special this weekend from Nick Davies in Chaos and the car's last ever race, and Tim Garlick in Apache putting in the first ever European Nostalgia Funny Car five - a 5.9666 second pass at 220.36mph! →





## UK MSA National Finals Winners

**MSA Pro Modified:** Andy Robinson (6.1507 @ 230.19mph) def Roger Moore (6.8644 @ 203.47 red light)

**Nostalgia Fuel Car Challenge:** Nick Davies (6.6011 @ 214mph) def Tim Garlick (8.3027 @ 117)

**Comp Eliminator:** Rob Smallworth (7.790 @ 117 on 8.00) def Belinda Bull (7.477 @ 189 on 7.53)

**Super Pro ET:** Daniel Giles (7.53 @ 154 on 7.43) def Rick Cooke (8.55 @ 139 on 8.40)

**Pro ET:** Steve Hudson (9.23 @ 134 on 9.21) def Gino Bernadine (9.66 at 138 on 9.60)

**Sportsman ET:** Jemma Hale (15.86 @ 82 on 15.70) def Andy Dibley (16.35 at 86 on 16.32)

**Super Comp:** Paul Watson (8.885 @ 158) def Stu Doignie (8.870 @ 157)

**Super Gas:** Stu Doignie (9.960 @ 139) def Jon Giles (9.881 @ 142 breakout)

**Super Street:** Leigh Morris (10.92 @ 119) def Dave Cherrett (10.77 @ 86 breakout)

**Lucas Oil Junior Dragster:** Billy Everitt (8.089 @ 78 on 8.04) def Charlotte Bradford (9.43 @ 66 on 9.35)

**Topspeed Automotive Street Eliminator:** Jon Webster (11.320 @ 75) def Mark Todd (7.549 @ 198 red light)

**Wild Bunch:** Keith Crampton (10.96 @ 116 on 11.04) def Phil James (11.766 @ 75 on 9.33 red light)



Later, Tim backed this up with a 5.9971 at 235.30mph. The burnouts from both were amazing but as Chaos was racing for the last time ever, Nick decided to do an almost full track burnout, ending what's been a fantastic spectacle for both us press guys and the spectators. I will miss seeing Chaos at the track, and hopefully Nick will be back at some stage. But us Nostalgia freaks still have Tim Garlick in Apache - and who knows what he can achieve next season? Chaos eventually took the event win.

Every class produced many PBs and some surprises with racers getting ever closer to their magic numbers.

The heat on track and the quick turnaround between races did cause issues for some, with the fire crews leaping around a few cars that popped and belched out fire from their bonnet cowl. Good for the photographers, twitcy for the crews and drivers.

As the gloomy winter nights roll in, keep in mind that you can get your racing fix by attending the upcoming seven events at Santa Pod, penciled in for me is Drift extravaganza, Gymkhana Grid and then Flame and Thunder which is always an amazing spectacle with fire burnouts and "non-competitive" night racing....Yeah right. See you at the Pod. **ACM**



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# American Super Stock: Round 8 & Final

**Where:** York Raceway

**When:** September 19th-20th

**Words:** Dave Smith **Photography:** Richard Smith ([rdsmith.zenfolio.com](http://rdsmith.zenfolio.com))

The A/SS finals had been set for Sunday, September 20th, since the beginning of the year, but after York Raceway added Saturday 19th as a bonus calendar date mid-year, it was decided to hold August bank holiday Monday's washed-out round eight on that date. Nobody could have foreseen that it would be one of the best weekends of the year.

With the title to fight for, all the big players were out to make a weekend of it. Twelve cars qualified for the round eight rerun, top of the tree being contender Adam Nowak whose 10.8521 on a 10.85 dial showed his intentions. Nobody on the ladder was running more than a hundredth off their dial, except Claire Johnson in her wounded Oldsmobile, so the game was on.

In the first heat, Claire couldn't even stage thanks to a bust water pump, leaving Kris Thoburn an easy run into the quarter finals. A double breakout followed, Vic Parson being the lesser offender against Chris Wilson's beautiful gold Dodge, then Joel Kerr red-lit his race away against Karen Gregory's Lightning. In a frantically close race, title contenders Adam Nowak and Lee 'Cookie' Chiles's battle was a fag paper apart; Adam's 10.85 on a 10.84 dial not being enough to beat Cookie's 11.84 on an 11.83 dial, the race being won with a fractionally quicker reaction time. Mia Cavanaugh broke out against Dave Billadeau, whilst Pete Youhill suddenly found two tenths he never knew he had, his 9.65 on a 9.85 dial handing the race to Mick Elsworth.

The quarter finals would really colour the championship, with Vic's unusually sleepy reaction handing the win to Cookie, followed by Dave Billadeau beating Kris Thoburn by the tiniest of margins. Karen then beat Mick by another hair, both within 0.05 of their dials. This racing was closer than a nun's kneecaps!

In the semis, Dave saw that pesky Ford of Karen's off using a mere one-tenth reaction time advantage, whilst Cookie byed his way into the all-Mopar final. Cookie's Dodge truck and Dave's Ol' Scatterbolts Coronet lined up for the last race, both dialled in at 11.80, but it was over before it had begun, with Dave red-lighting the race away to gift Cookie the win and, possibly, the championship. It had been a



hold-your-breath day's racing, and put August's washout firmly out of everyone's minds.

The moment the racing's over, all rivalries are forgotten and everyone had a good evening of raising elbows and chit-chatting around campfires, looking forward to more of the same the following day. Everyone woke to a very autumnal mist; however it soon burned off, the track dried and that more-of-the-same was on its way!

There were a couple of new entries making the qualifying card up to 15, including Andy 'Boz' Bosomworth's Coronet, Richard Granger's beautiful Road Runner (which you may have spotted on this issue's cover) and Nigel Preston who, having blown his Camaro's diff apart quite spectacularly at the Hot Rod Drags, had brought his Roush Mustang out of the garage and was letting son Joe take the wheel. Times were a little quicker this morning, but Adam Nowak was on pole position once again, his 10.7812 on

a 10.78 dial being tough to beat. The top half of the ladder were all within a tenth of their dials, whilst the bottom four were within a tenth but on the breakout side. Claire Johnson was back in the game, with dad Ian having gone all the way home to Billingham to pick up a new water pump, then return and fit it!

Heat one began with Joe Preston's break-out gifting Dave Billadeau the win, before Claire also broke out to hand Chris Wilson's Goldmember the win light. Boz had lowered his dial-in to 11.01 - so close to that 10 - and an 11.02 was good enough to put Joel Kerr back on the trailer. Joel's Dodge Lancer is for sale now, as he's stepping up his game for next season, and at a very reasonable price for such an unusual and consistent low-11-second Mopar. Pete Youhill's Pacemaker Chevelle red-lit and broke out to let Mick Elsworth through, whilst Kris Thoburn's red-light gave Mia Cavanagh's Chevelle an easy win. Cookie used a pin-sharp 0.51





## THE 2015 CHAMPIONSHIP TOP 10

- 1st SS87 Lee Chiles 5800
- 2nd SP320 Karen Gregory 5370
- 3rd SS666 Dave Billadeau 5075
- 4th SS229 Mick Elsworth 4975
- 5th SS475 Vic Parsons 4950
- 6th SS266 Adam Nowak 4475
- 7th SS34 Kiwi 3450
- 8th SS240 Mia Cavanaugh 3225
- 9th SS7 Kris Thoburn 2375
- 10th SS442 Andy Medley 2250

reaction to end Karen Gregory's day, and give his own championship hopes a boost, whilst Rich Granger won the battle of the breakouts against Vic Parsons 0.0019 to 0.1019. Adam Nowak was on a bye, but still ran just one thousandth off his dial-in.

The second heat opened with another battle of the breakouts, Dave's 0.0011 infringement being less than Mick's 0.010 for the win, then Chris Wilson found an extra tenth he wasn't expecting to hand the win to Cookie. Two super-tight nailbiting races followed, beginning with Adam and Mia. Both dialled in 10.77, both ran 10.78, but Mia's 0.025 reaction time advantage was enough to secure the win. Then, Richard's Road Runner ran 11.47 on an 11.40 dial against Boz's 11.01 on a 10.99 dial, Boz's fractionally faster reaction clinching the deal. This is what bracket racing is all about.

The semis were a scrappy affair, opening with a slowing Boz gifting the win to Dave Billadeau. Mia and Cookie

both broke out, Mia's 0.018 break-out beating Cookie's 0.105. It set up a final to remember; Mia in the Chevelle with a 10.75 dial, and Dave in Ol' Scatterbolts with an 11.80. Could Dave pull off a win, or would he be the bridesmaid twice in two days? In the end, he ran 11.821, but Mia was almost two tenths quicker off the line and her 10.89 was enough to take the win. It was a good day for the Rodzilla Chevelle; a finals win and a pot on the mantelpiece before the car went to its new owner the following day. Shortly after the finals, Boz went out in RWYB and finally ran that 10.9, coming back to the pits with a grin that looked like it would last all winter.

Congratulations to Lee 'Cookie' Chiles on another American Super Stock championship win; his truck is up for sale for a very reasonable sum, as he also prepares to move up a notch. A big well-done to everyone who took part this year. Next year, why not join in? You can find the American Super Stock guys on Facebook. **ACM**







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# Outlaw Street

## 2015 Race Series: Round OS-5



Words: Mark Wallington



**When:** August 9th to 10th **Where:** Saturday Night Special + RWYB Weekend, Santa Pod Raceway

Ten days after OS-4 and we were back at Santa Pod for round OS-5. This short turnaround affected the number of members racing as several were still repairing damages from the last round.

With OS-5 being a 'Saturday Night Special' round it gave members the chance for a bit of cool-air night racing, which clearly worked for several who managed to secure new PBs over the weekend, including OS-10 Troy Attree in his LS1 Camaro with an 11.58 @ 117mph. After a break of a couple of seasons, Troy is clearly back on form this year.

Although the track was very busy some members managed to squeeze as many as 12 runs in over the weekend, so massive thanks to all the Santa Pod team for keeping things running despite a number of oil-downs. The 'horsepower horrors' or 'grunt gremlins' as they're known were hindering quite a few members who either had to park their cars early or struggled to get on form all weekend. Of course, the excuses were rife as to why this was, as naturally it's never the driver's fault or the fact their pride and joy wears a 'blue badge' or a 'bowtie'. One thing's for sure, members were really chasing the RTs at OS-5 with quite a few cherries popping up in the results.

The highest scoring points winner of each round wins a prize, but you can only win this once a year. As both first place and second place

scorers have already secured a prize this season, it goes to second-equal place winner OS-19 David Mahoney in his C5 Corvette.

The top points scorers of OS-5 were:

1	OS-10	Troy Attree, LS1 Camaro	223 points
2=	OS-31	Nick Rose, convertible Mustang	218
2=	OS-19	David Mahoney, C5 Corvette	218
3=	OS-69	Gary Semper, 1969 Pontiac Firebird	215
3=	OS-46	John Latham, PT Cruiser	215
3=	OS-56	Doug Harwood, Barracuda	215

The WASP Improvement Award is awarded at every points round to the member with the biggest ET improvement from the last round. The award is a £25 WASP parts voucher to help buy parts to go even faster! There's a pattern starting to form with the OS-4 winner also securing the OS-5 win - looks like other members better start upping their game.

The OS-5 2015 Biggest ET Improvements were:

1	OS-10	Troy Attree	-0.2060 (100 points)
2	OS-46	John Latham	-0.1935 (99 points)
3	OS-69	Gary Semper	-0.1657 (98 points)
4	OS-67	Clive Dandridge	-0.0623 (97 points)

The top six reaction times of OS-5 were:

1	OS-10	Troy Attree, Camaro	0.128 RT
2	OS-31	Nick Rose, Mustang convertible	0.1825
3	OS-18	Vic Fisher, supercharged Mustang	0.2046
4	OS-68	Debbie Taylor, late model Mustang	0.2143
5	OS-19	David Mahoney, LS1 Corvette	0.237
6	OS-56	Doug Harwood, supercharged Barracuda	0.2985

By the time you read this, the season-closing event will just have happened. If you'd like more information about the series you can find it at [www.outlawstreet.co.uk](http://www.outlawstreet.co.uk).



# When? What? Where?

## Organisers!

Please send any 2016 event details to us at:  
**American Car Magazine, The Outlook, 6 Sansome Walk, Worcester WR1 1LH**  
 or email: [editor@americancarmagazine.com](mailto:editor@americancarmagazine.com)  
 Likewise your cruise meets for the Monthly Meetings section.

### October

**October 24th-25th** - Halloween Bonfire Burn-up RWYB, Shakespeare County Raceway, Stratford, 01789 720180, [shakespearecountyraceway.com](http://shakespearecountyraceway.com)

**October 24th-25th** - RWYB inc Saturday Night Special, Santa Pod, 01234 782828, [rwyb.com](http://rwyb.com)

**October 25th** - Rat Rod Review, Ace Cafe, London NW10, 0208 961 1000, [ace-cafe-london.com](http://ace-cafe-london.com)

**October 25th** - NSRA Northern Swap Meet, Rotherham S60 1DX, [nsra.org.uk](http://nsra.org.uk)

**October 30th-November 1st** - Classic & Sports Car - The London Show, Alexandra Palace, [classicandsportscarshow.com](http://classicandsportscarshow.com)

**October 31st** - Flame & Thunder, Santa Pod, Northants, 01234 782828, [santapod.com](http://santapod.com)

**October 31st** - Regent Street Motor Show, London, [regentstreetmotorshow.com](http://regentstreetmotorshow.com)

**October 31st** - Whitby Kustom, Westcliff School, Whitby, Yorks YO21 3EG, [whitbykustom.com](http://whitbykustom.com)

### November

**November 1st** - RWYB, Santa Pod, 01234 782828, [rwyb.com](http://rwyb.com)

**November 7th** - Fireworks Frenzy, Santa Pod, 4pm on, [santapod.com](http://santapod.com)

**November 13th-16th** - NEC Classic Motor Show, NEC, Birmingham, 0871 230 1088, [necclassicmotorshow.com](http://necclassicmotorshow.com)

**November 13th-16th** - Rhythm Riot, Pontins Holiday Centre, Camber, Sussex, 0208 566 5226, [rhythmiriot.com](http://rhythmiriot.com)

### December

**December 26th** - Romsey Boxing Day Pre-76 Car & Bike Meet, Romsey, Hants, [romsey-classiccarandbikemeet.co.uk](http://romsey-classiccarandbikemeet.co.uk)

### 2016

**January 14th-17th** - Autosport International, NEC, Birmingham, [autosportinternational.com](http://autosportinternational.com)

**February 18th-21st** - London Classic Car Show, ExCel, London, [thelondonclassiccarshow.co.uk](http://thelondonclassiccarshow.co.uk)

**February 26th-28th** - Race Retro Historic Motorsport Show, Stoneleigh Park, near Coventry CV8 2LZ, [raceretro.com](http://raceretro.com)

**April 30th-May 1st** - Atomic Festival, Sywell Aerodrome, Northants, [atomicfestival.co.uk](http://atomicfestival.co.uk)

**May 8th** - Test'n'Tune, North Weald, Essex, [maitlandracing.com](http://maitlandracing.com)

**June 5th** - Test'n'Tune, North Weald, Essex, [maitlandracing.com](http://maitlandracing.com)

**June 9th-12th** - Hot Rods & Hills, Pooley Bridge, Cumbria, search Facebook Hotrods And Hills

**July 1st-3rd** - Can-Am Independence Day Weekend, Coton Country Holidays, nr Dawlish, Devon, [canamcarclub.org.uk](http://canamcarclub.org.uk)

**July 2nd-3rd** - Cars & Stripes, Rockingham, Northants, [cars-and-stripes.co.uk](http://cars-and-stripes.co.uk)

**July 7th-11th** - Americana International, Loughborough, [americana-international.co.uk](http://americana-international.co.uk)

**July 10th** - Test'n'Tune, North Weald, Essex, [maitlandracing.com](http://maitlandracing.com)

**July 15th-17th** - Phantoms Hot Rod Hootenanny, Stirling Rugby Club, FK9 5AP, 07789 280600, [phantomsc@outlook.com](mailto:phantomsc@outlook.com)

**July 22nd-24th** - Silverstone Classic, Silverstone, Northants, [silverstoneclassic.com](http://silverstoneclassic.com)

**July 29th-31st** - Mopar Euronationals, Santa Pod, Northants, 01234 782828, [santapod.com](http://santapod.com)

**July 31st** - Test'n'Tune, North Weald, Essex, [maitlandracing.com](http://maitlandracing.com)

**August 21st** - Test'n'Tune, North Weald, Essex, [maitlandracing.com](http://maitlandracing.com)

**When: November 2015**

**What: Superb weekends**

**Where: Everywhere!**



November is typically the month when everyone can take a breather from a busy show season and din in for a long winter. That doesn't mean that there's nothing going on; far from it. November 7th is Santa Pod's Firework Frenzy, an afternoon/evening show mostly given to off-track displays and, obviously, fireworks. The following weekend sees two big indoor events - the Lancaster Insurance Classic Motor Show at Birmingham's NEC and Rhythm Riot in Sussex. The NEC is a huge event for all sorts of classics with a good showing of American and custom cars, whilst Rhythm Riot is a real step back to the Fifties; a full weekend of music, dancing and Fifties lifestyle complete with a mighty cruise-out on the Saturday. Winter's coming - best get busy!



## Monthly Meets

Every Tuesday - Petrolhead meet @ Witham and Blues, Boston, Lincs, PE22 7AJ, [withamandblues.com](http://withamandblues.com)

Every Sunday - National Can Am car club, 2pm, The Viewpoint, Parkstone, Poole, Dorset, [canamcarclub.org.uk](http://canamcarclub.org.uk)

1st Tuesday - Black Country Cruisers, 7.30pm, The Greyhound Inn, Swindon near Wombourne, 01384 287243, [blackcountrycruisers.co.uk](http://blackcountrycruisers.co.uk)

1st Wednesday - Hot Rod Night, 6pm on, Ace Café NW10, 0208 961 1000, [ace-café-london.com](http://ace-café-london.com)

1st Wednesday & 3rd Wednesday - American Auto Mags Cruise, The Hollow Tree, off A49 Stretton WA4 4LX, 01606 888324, [americanautomags.com](http://americanautomags.com), during British Summer Time ONLY!

1st and 3rd Wednesday - The Victory Wheelers meet, The Plough, Portsmouth Road, Bursledon, Southampton SO31 8BT

1st Sunday - V8 Mentalists Breakfast Meet, The Coach House, Chelsham Common, Warlingham, Surrey CR6 9PB, 07950 258704

1st Sunday - AACNW Big Meet, 10am on, Krispy Kreme Trafford Park, behind Trafford Centre, 0161 865 7684/01744 609404

1st Sunday - Goodwood Breakfast Meet, Goodwood, W Sussex (NOT July or September) [goodwood.com/breakfastclub](http://goodwood.com/breakfastclub)

1st Sunday - Boneshakers SE, The Barley Mow, Selmeaton, E. Sussex BN26 6UF, 07541 524430 or 07738 374905

1st Sunday - MOCGB South Coast Muzzers, Cams Mill, Fareham, Hants PO16 8AA, 10.30am on, tel Keith 07785 577552, [Keith@its-its.net](mailto:Keith@its-its.net)

2nd Wednesday - UK Street Machines, The George Inn, Main Rd, Wilby,

Wellingborough NN8 2UB, [ukstreetmachines.com](http://ukstreetmachines.com)

2nd Saturday - Big Moe's Diner, A13 Newham, London IG11 0AD, [bigmoesdiner.co.uk](http://bigmoesdiner.co.uk)

3rd Monday - National Can Am Club, 7.30pm, Old Thatch, Wimborne Rd West, Ferndown, Dorset BH21 7NW, [canamcarclub.org.uk](http://canamcarclub.org.uk)

3rd Wednesday - The Bowling Green, Lichfield, Staffs, 7pm on

3rd Wednesday - The Head Gas Gits, North Star pub, Iver, Bucks SLO 9AL, [facebook.com/groups/headgasgits](http://facebook.com/groups/headgasgits)

3rd Friday - The Pebble Dash, Roedean Cafe, Marine Drive, Brighton BN2 5RL, 7.30pm on, see Facebook

3rd Sunday - Burnout Auto Club, meet 3pm, Wrey Arms, Sticklepath, Barnstaple, Devon, 07973 471125 or see Facebook

3rd Sunday - Fairmile Pub, Portsmouth Road, Cobham, Surrey KT11 1BW, 07802 166957

3rd Sunday - American Auto Mags Lunch Cruise, The Hollow Tree, Cheshire WA4 4LX, 11am on, winter months ONLY! 01606 888324

Last Wednesday - Woody's Hot Rod & Classic Meet, Woodland Waters, Grantham, Lincs NG32 3RT, Facebook "Hot Rod night at Woody's Bar"

Last Friday - National Can Am car club, 7pm, McDonalds, Wessex Gate Retail Park, Creekmoor, Poole, [canamcarclub.org.uk](http://canamcarclub.org.uk)

Last Saturday - All American Cruise-In, 4pm on, Ace Café NW10, 0208 961 1000, [ace-café-london.com](http://ace-café-london.com)

Last Saturday - Chelsea Cruise, Chelsea Bridge SW8 4NG from 8pm, Derek 0208 765 1381

Last Saturday - Knights CC cruise, St James Retail Park, Knaresborough, N Yorks HG5 8PZ, March - September



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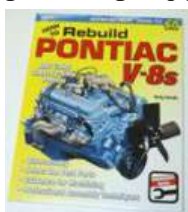
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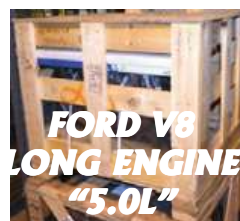
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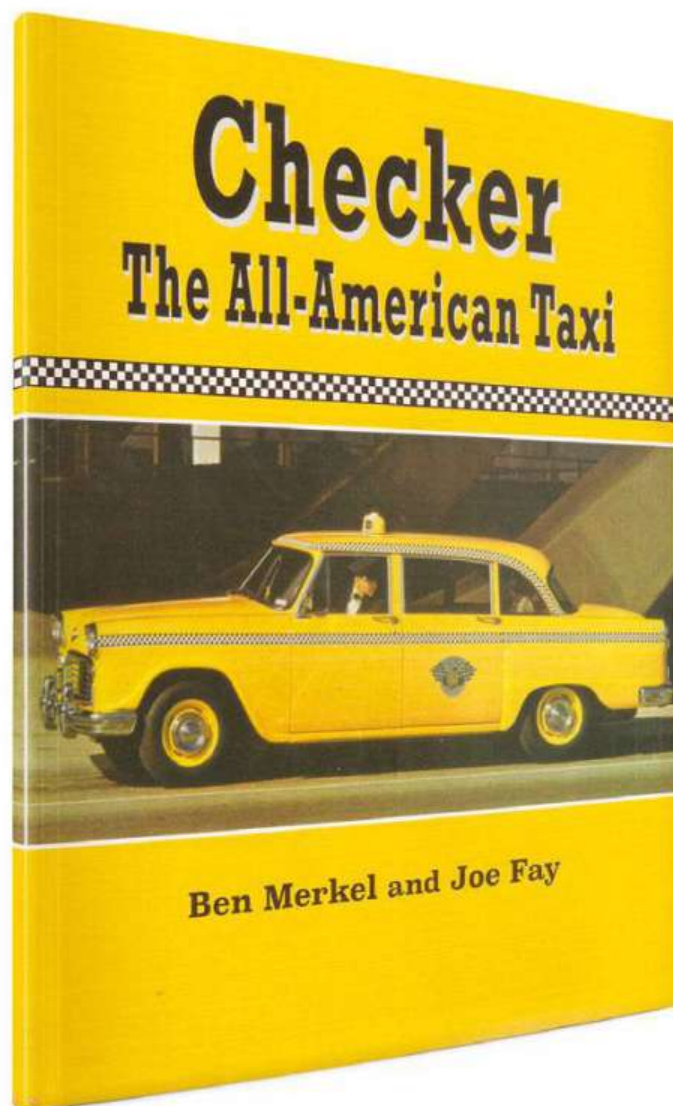
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# BookReviews

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## Checker - The All-American Taxi

**Author:** Ben Merkel and Joe Fay **Published by:** Earlswood Press  
([www.earlswoodpress.co.uk](http://www.earlswoodpress.co.uk)) **Price:** £21.99

Eeeeeeh, they don't make cars like they used to. Although, in Checker's case, they did. Checker had been making taxi cabs for years before the one we all know and love came along in 1958. Its styling owed more than a nod to the contemporary '58 Chevy, but that styling didn't change a great deal until they stopped making them in 1982. Even now, the yellow Checker cab is as iconic to New York's imagery as the black cab is to London's, even though the last proper yellow Checker checked out of the Big Apple last century.

Whereas I could build myself a decent fort out of hardback books about the Corvette, Checker has never had its fair share of ink. It's a shame, as their story is a fascinating one. They

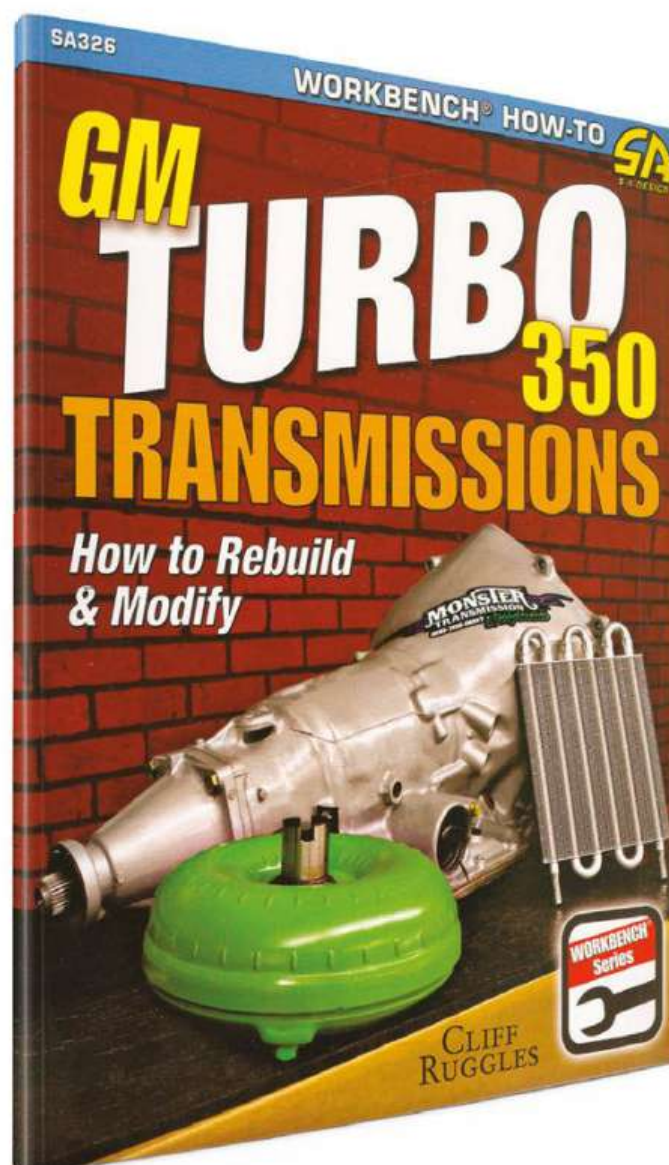
never really stunned the world with their engineering prowess, but as a low-volume manufacturer of hard-working vehicles they don't have too many equals. The book is written by a pair of gents who manage to combine their knowledge and enthusiasm with interesting, readable text, and have added reams of superb colour and monochrome photographs, many never published before. And they're not all Athena poster pics of night-time New York street scenes, thank heavens; they have everything from factory promo shots, shots of the factory itself, working cabs and even as-found junkyard shots. Cracking reading on a subject that's been out of the spotlight for far too long - definitely recommended.

## How to Rebuild And Modify GM Turbo 350 Transmissions

**Author:** Cliff Ruggles **Published by:** CarTech **Price:** £21.99

The TH350 has to be just about the most common auto transmission in the American car scene, so it seems strange that it should have taken this long for a proper rebuild handbook to appear. Anyway, no worries, it's here now; one of the quite comprehensive catalogue of rebuild titles from CarTech. Once again, it's a thorough rebuild with modifications along the way and large, clear, colour photos of every stage. There are explanations and dodges, and it should help even a novice to achieve a fully-functional, long-lived rebuilt transmission.

Like most of these books, the author has managed to write it with a level of complexity aimed at a beginner, not for a five-year-old, and for a well-equipped DIY mechanic, not someone with their own transmission rebuild workshop. Having read through it, it's not quite as clear and simple as other titles in the CarTech catalogue, and it's missing the handy part number decoding and interchange sections, but otherwise it's an indispensable book to have to hand if you're just about to dive into your transmission. Good winter reading!





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# blueprints

## Cadillac Escalade, 1999-2014

In the late Nineties, the SUV market in America was really taking off. Ford and GM had always had top-of-the-line well-equipped versions of their own full-size Suburbans and Expeditions, but the Range Rover and, in 1997, the Mercedes M-class added brand snob-appeal. Ford hit back first with the Lincoln Navigator in 1998, and GM with the Cadillac Escalade in 1999.

It was based on the Chevrolet Tahoe/GMC Yukon platform, and the project went from rubber-stamped proposal to the Arlington, Texas, production line in just 10 months. The first models were almost identical to the Yukon Denali they were based on, albeit fully loaded with every luxury convenience on the options list, but the standard 350-cube Vortec V8 was old news compared with Lincoln's 5.4 Modular. It was a big gamble for GM. How would the brand-loyal Cadillac owners see this? After all, sticking a Cadillac badge on what is basically a pick-up truck doesn't make a Cadillac.

It was a hit in the brash, consumerist early Noughties. It got even better when the second-gen Escalade came along as a 2002 model with far more individual 'Cadillac-ised' styling and the 5.3 or 6.0-litre LS V8s. Now there was the Escalade, the extended-wheelbase ESV and the bizarre EXT with a rather feeble pick-up bed tacked on the back. They were still loaded with all the extras, and the 5.3 was soon dropped to leave the 6.0-litre LQ9 as the standard powerplant - probably necessary with a kerb weight of around three tons.

The third generation came along as a 2007 model on the new GMT900 platform, with slightly softer styling, a new 400bhp 6.2 Vortec V8 with variable valve timing, and even a hybrid version which came along in 2008. The Escalade seems to have weathered the 2008 economic crash, and even the adverse publicity thrown at these ostentatious SUVs by those of a green disposition that helped seal sister brand Hummer's fate. The new fourth-gen 2015 model is still going strong. So is a second-hand Escalade a super-luxury premiership bargain or just a leather-bound box of trouble? We ask Ivan Purchase and Martin Mumford for their opinions.



### Thanks

Ivan,  
West Midlands American Vehicles,  
01902 798840,  
[www.american-vehicles.com](http://www.american-vehicles.com)

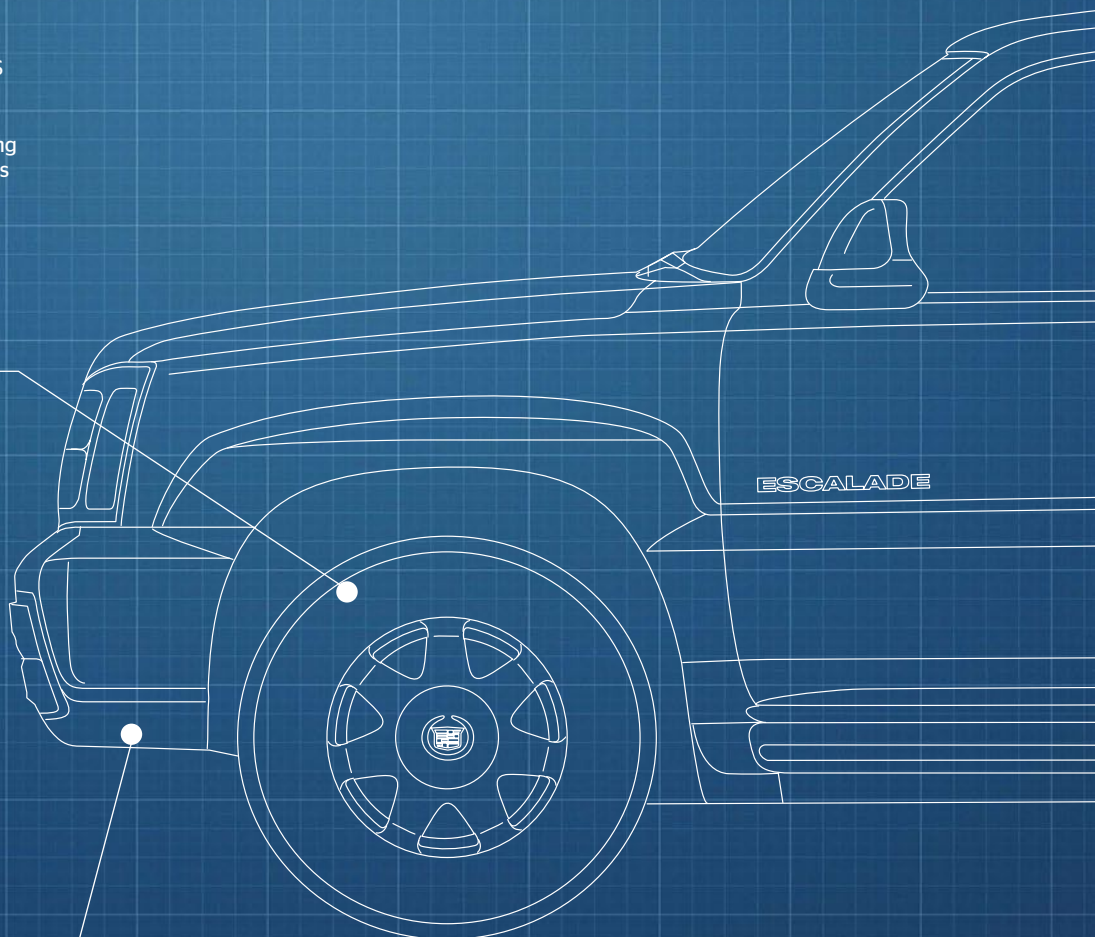
Martin,  
Ultimate Spares,  
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"If rust gets underneath the ABS sensor, it can lift the sensor and increase the air gap between the sensor and ABS ring, causing the ABS to kick in at low speeds; however, it doesn't cause the ABS light on the dash to come on. If the pedal is pulsing whilst braking below 10 or 15mph, this is probably what's happened." - IP

"They seem to get through wheel bearings, especially on the front, and they're a full hub unit and not cheap, so do check." - MM

"Some don't have any form of chassis rust protection at all, whilst some were coated with a black wax that comes off if you use a pressure washer on it!" - IP

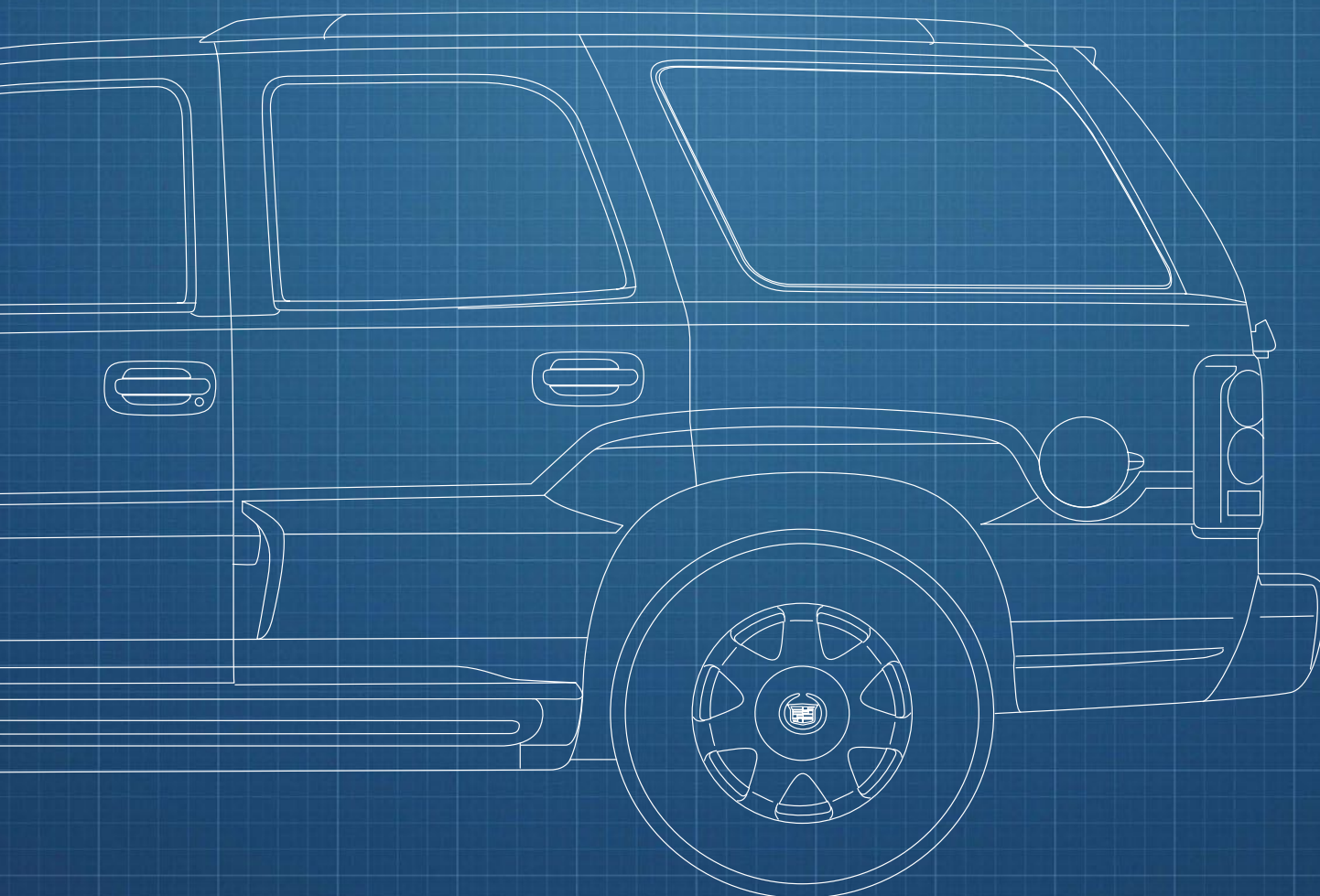
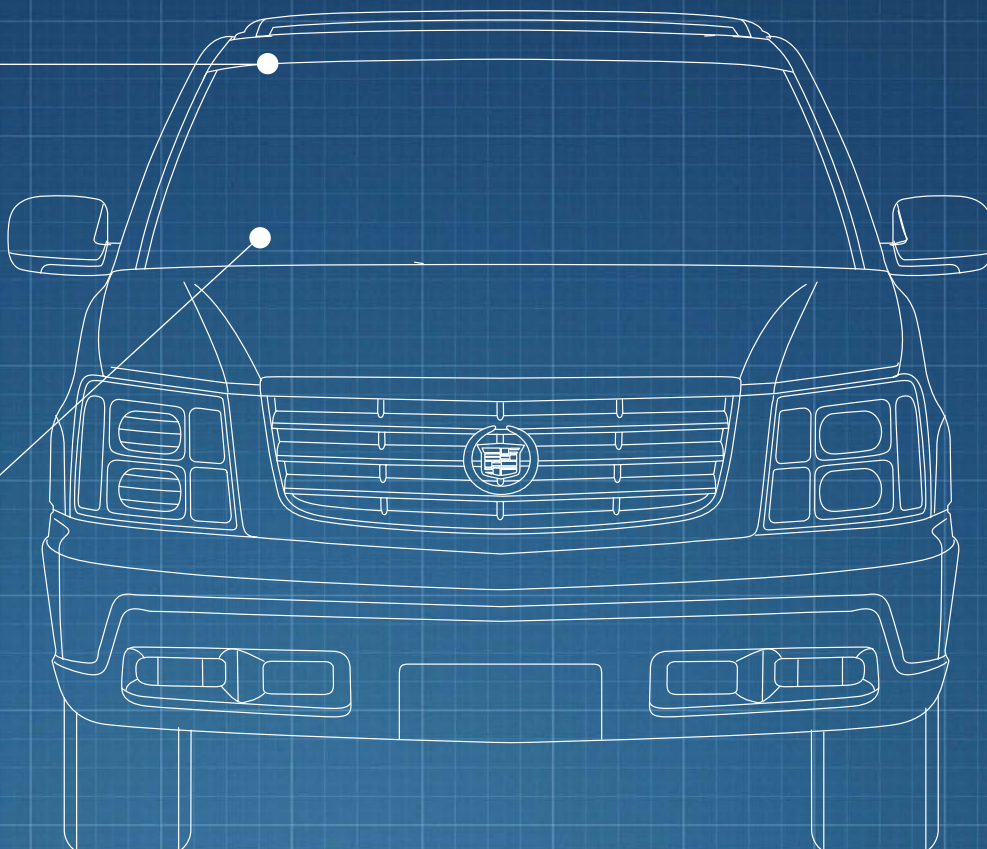
"I've had a customer with an Escalade and the entire front crossmember underneath the radiator had completely rotted out of it. He wasn't alone - I've seen many others with rust forming, especially around the body-to-chassis rubber doughnut mounts. All steel will rust, but these seemed to go a lot quicker than you'd expect." - MM



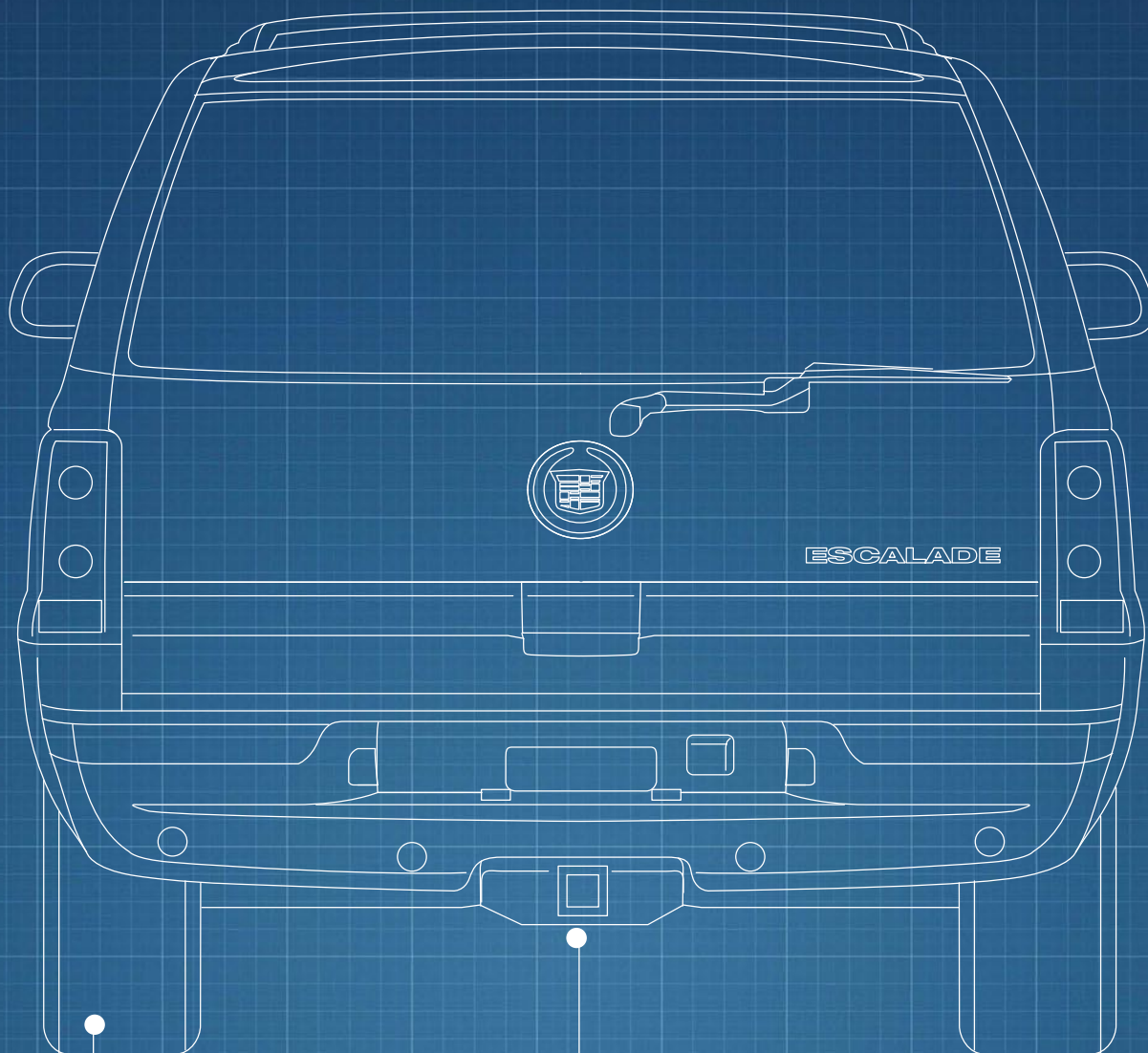


“I’ve seen several with blocked sunroof drain tubes. The drains get blocked, water collects around the sunroof, and suddenly you’ve got a wet headlining. You can rod or blow the tubes clear, but be careful you don’t split the tubes or pop them loose.” - **IP**

“Electrical faults are commonplace - powered side steps, ABS sensors, the engine management light on, etc. Fault-finding is the main issue. A simple OBDII code reader can steer you in the right direction, or you can plug it in for a full diagnostic. The problem can usually be traced to a faulty sensor or sender.” - **MM**







“The rear air suspension can cause some real problems, and most are fitted with it. Air bags, level sensors, compressors, all suffer from damp and salty roads, and if the compressor goes it's a lot of money to replace. You can convert them to traditional coil springs but then you'll have a constant dash warning light on.” - **IP**

“Later-model chrome wheels seem to corrode way too quickly. Lots have come over from the States with these 'bling' wheels, either original or aftermarket, and whilst they might be great in California they last about a fortnight in the UK.” - **MM**

“Up to 2006 they used the 4L60E or 4L65E transmission, like the Hummer H2. These really aren't up to spec for the weight of the vehicle or the power of the 6.0 V8, so take care, especially if towing.” - **IP**

“They're all automatics; I don't believe there was ever a manual transmission option. They share much of their running gear with the Yukon and similar, so regular service and repair parts are no problem and mostly reasonably priced.” - **MM**

## Conclusion

“Most will suffer from some electrical gremlins over time, mainly because they're just too sophisticated! Get a good one and it's a good one; one that's been messed about with will be nothing but trouble. They're tough and comfortable, but are a bit 'premiership footballer' ... if you like that sort of thing.” - **IP**

“The whole medallion man/footballer image is often enough to put most people off, and later ones are not the best-looking - they're as aerodynamic as a housebrick and about as appealing. Also, before buying, you should check every single electric, electronic and tech piece in the car to make sure it all works. I last drove one about three

years ago in the States, and I have never been more under-impressed! It wasn't comfortable to drive, or even to be a passenger in. Personally, I'd look elsewhere. I certainly wouldn't rate an Escalade above a Navigator, or even above the Yukon they're based on. Make sure you shop around, drive it, see how comfortable it is in the back! They don't hold their value well - you can pick up a 2006-2009 Escalade for under £20,000 and an earlier one for under £10,000, and they're still going down. They have a fair bit of oomph from the bigger V8s, but otherwise they don't deliver what you'd expect from a Cadillac.” - **MM**





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# One-Brew Job

**If your alternator's not charging, there could be a simple and cheap fix**

**Words & photography:** Dave Smith

## Problem Rectified

Last month we were looking at how to tell if your alternator's not charging. Mine wasn't, or at least not much. Not only was it not charging above 13.3 volts, there was also a drain on the battery at rest, and a little internet research pointed me towards the rectifier in the alternator. Your alternator develops an alternating current - there's a clue in the title - which needs to be converted to a direct current to charge the battery. This AC issue is rectified by the rectifier, which is basically a pack of heavy-duty diodes, and lives in the back of modern alternators. A rectifier can be damaged by overloading, either from making the alternator try to charge a dud battery or, in this case, trying to jump-start someone else's really dead battery. Once it's damaged, it will not only provide a sub-standard charge, but also provide a path to ground when at rest. I had been quoted £150 for a reconditioned alternator (plus £150 core charge!), but I could get a new rectifier from eBay for £22 all-in or £25 from the local reconditioners. I chose the latter, and the job was done with the assistance of just one cup of coffee.

The first thing you'll need to do is find the alternator. On some modern cars this is easier said than done (1). Then you'll need the part number off the side (2) to make sure you buy the right rectifier. Yes, this is a Jap alternator but, with global parts commonisation, asking for a part for an obscure Pontiac might get you a blank look whilst asking for a part for a Delco XYZ123 alternator can result in a part being on the shelf...

Start by removing the fan belt, disconnecting the battery, then removing the alternator. With it on the bench, I removed the heatshield (3), then released the nuts and insulator on the main power terminal (4). Then,



remove the fasteners holding the back cover on the alternator (5) and remove it (6). Before going any further, compare the new rectifier against the old one (7). If it looks right, set about removing all the bits that are in the way (8), then unscrew the rectifier terminals and lift it away (9). Then give everything a damn good clean-up (10) - apparently,

one of the main causes of failure in these alternators is being drenched in ATF by the leaky power steering pump above it - and fit the new rectifier, then all the surrounding components (11). As all the best books say, refitting is the reverse of removal.

With everything back together and refitted, I fired up the engine and was happy to see 13.9 volts

at the battery (12). It should be higher still, but that's a lot better than it was. Obviously, if your alternator is completely knackered with ruined bearings, a new rectifier won't fix it, but fixing the damaged component rather than buying a whole new unit - plus paying the postage; it's a bloody heavy piece - makes a lot of economic sense.





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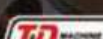
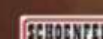
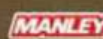
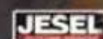
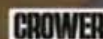
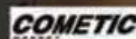
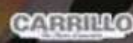
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# HOW TO Brace Yourself Part I



1



4



2



5



6



3



7

## Strengthening the shell of Project 13/30.

**Words & Photography:** Dave Smith

The Fox Mustang has long been a popular choice as a base for some very hot street/strip cars. Its relatively short wheelbase and wide, low stance coupled with unibody construction makes it a fairly light proposition, but the standard shell is not the most rigid. There are no front-to-rear chassis rails, and whilst the four-link rear is attached to some fairly hefty brackets, those brackets are held to some rather puny bodywork by a handful of spot-welds. It's fine for a stock, rather lazy 225bhp 5.0 V8, but for anything more, some bracing is called for.

The first job was to get a coat of paint on the primed shell. The etch primer Wacky had sprayed

on is a damn good protective coat, but primer is still porous. A top coat contains lacquer, and that's what keeps the water out, so to protect the shell I went around it with some rattle-can satin black (1). Having the shell on its spit means that spraying it inside, outside and upside-down is a piece of cake (2), with some panels getting a good coating and some just getting a dusting to act as a guide-coat (3). Even so, doing the whole shell used up every drop of 18 rattle cans! And despite wearing a dust mask, I was blowing black paint out of my nose for two days...

UMI Performance in the States do reinforcement kits for upper and lower suspension arm

mounting points on these Foxes (4). They're made out of good, thick steel, with fillets welded in, and whilst you can just bolt them in, for best results they really need welding in place. Now, when fitting a part sold as a "bolt-on", I find a good rule of thumb is to assume that it's not going to bolt straight on and to plan your time accordingly. That way, if it does bolt straight on, you'll finish early. If you assume it'll go straight on and it won't, the job will take twice as long as you expected...

UMI reckon you can fit these plates on the driveway with the car on axle stands. You probably can, but I reckon that would test the patience of any number of

saints. Working on a bare shell with the mounting points at head height was tricky; doing the job lying on your back with swarf falling in your eyes would be a trial.

The lower arms attach to the four-sided box section in the centre of the picture (5), whilst the stout angle piece goes in the box section above, which I've deliberately left in primer because there may be welding to come. The two angle sections are handed, so I worked out which one I needed for this, the left-hand side, and wiggled it into place (6). It didn't line up with the bolt hole for the suspension arm (7), but the side that bolts through the floorpan needed

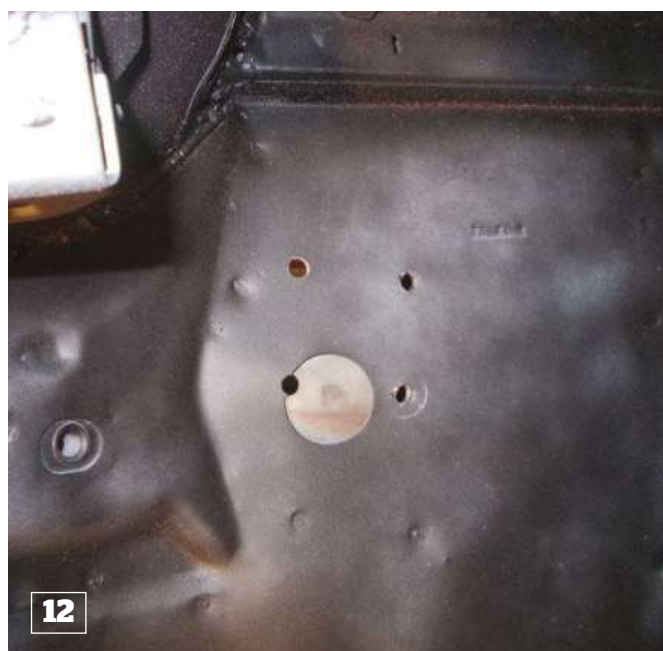


trimming slightly to get it to sit flush into its corner **(8)** and the vertical side wouldn't sit flush in its corner due to a pair of little creases in the factory sheet metal **(9)**. After trimming a wedge off the side of the horizontal piece, the lower arm bolt hole lined up so I fitted the lower arm bolt **(10)** and tightened it up.

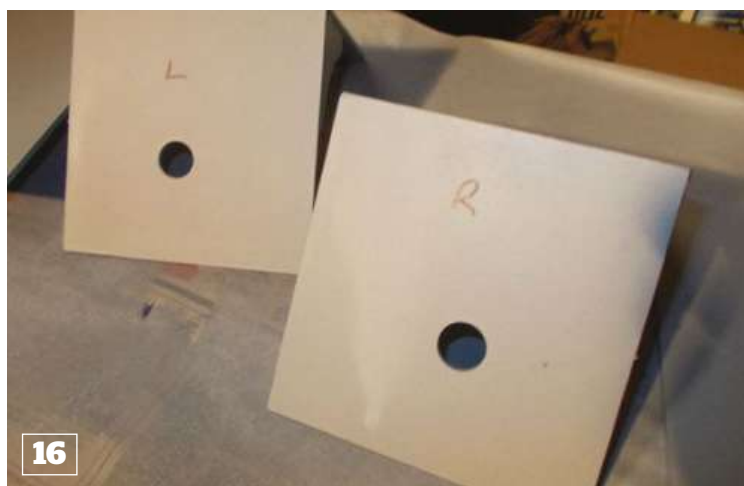
Then I needed to drill the three-eighth-inch (about 10mm) holes through the floorpan. This is tricky unless you have a foot-long drill bit, as the drill chuck wants to occupy the same space as

some of the chassis **(11)**, and one of the holes was right on the edge of an existing hole that used to have a rubber bung in it **(12)**. Drilling half a hole is even trickier! There's then a six-inch square plate that bolts on from above, sandwiching the floorpan **(13)**.

Having sussed out the left-hand side, doing the right-hand side was a lot easier, though the bracket did require some persuasion with an extension bar and a club hammer **(14)** to sit squarely into its corner. After trial fitting each piece, I removed →







them, gave them a clean up with a Clean'n'Strip disc (15) and gave them a good coat of etch primer, marking which side was which (16).

Then it was time to fit the upper arm reinforcements. Step one told me to drill through the existing OE holes with a half-inch (13mm) drill, but good old Ford hadn't got them very well aligned (17), resulting in this (18). Terrific... it's 8.30pm, and there are no all-night hardware and drill bit shops in my town but, against all the odds, I found another, and it wasn't as blunt as a spoon! Once you've drilled through the mis-aligned bolt holes, you carry on until you hit the floorpan where it raises up

behind the back seat to the boot floor. The instructions say you need to drill the holes as straight as you can - again, you're going to struggle because the drill chuck wants to occupy the same space as sheet metal, and I didn't understand whether 'straight' meant perpendicular to the ground or perpendicular to the piece you're drilling through. Anyway, I pressed on regardless.

I trial-fitted the bracing bracket (19) with the long half-inch bolts and checked where the bolts came through the floor (20). The holes needed elongating a little, but the instructions say that this is to be expected, so I used a burr in the drill (21). I also noticed that one of the bolts wasn't sitting







straight because the head was sitting too close to a bit of the weld bead on the fillet (22), which could do with a little grinding down.

The bolts go through slotted holes in a curved bracing plate inside the car (23), although the brace plate doesn't share the same curvature as the floorpan. Slipping the tapered collars over the bolts (24) then

tightening down the nuts (25) brings the brace plate better into shape, but another peculiar bulge in the floorpan required that another chunk be cut out of the plate (26).

Back underneath the car, I drilled 10mm holes in the leading edge of the braces (27) which go through a couple of layers of floorpan and then through the bracing plate (28). →





Hopefully, fitting all the bolts and tightening them up will pull everything together and square, but the inside bracing plate will definitely need welding in place – not doing so would be pretty useless. In the meantime, I gave these parts a good coat of etch primer (29) and went home.

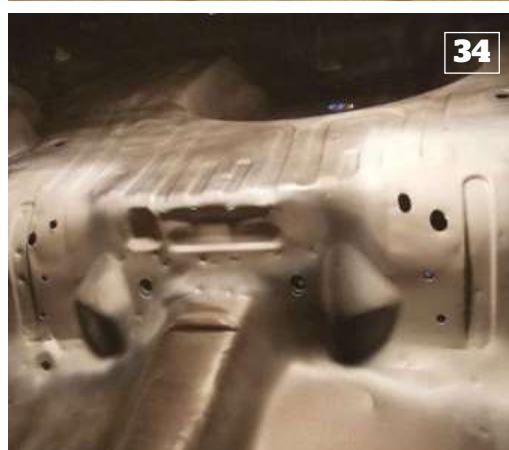
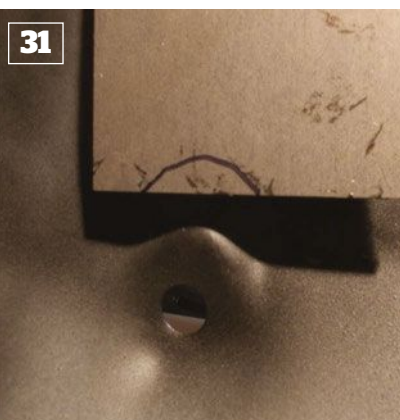
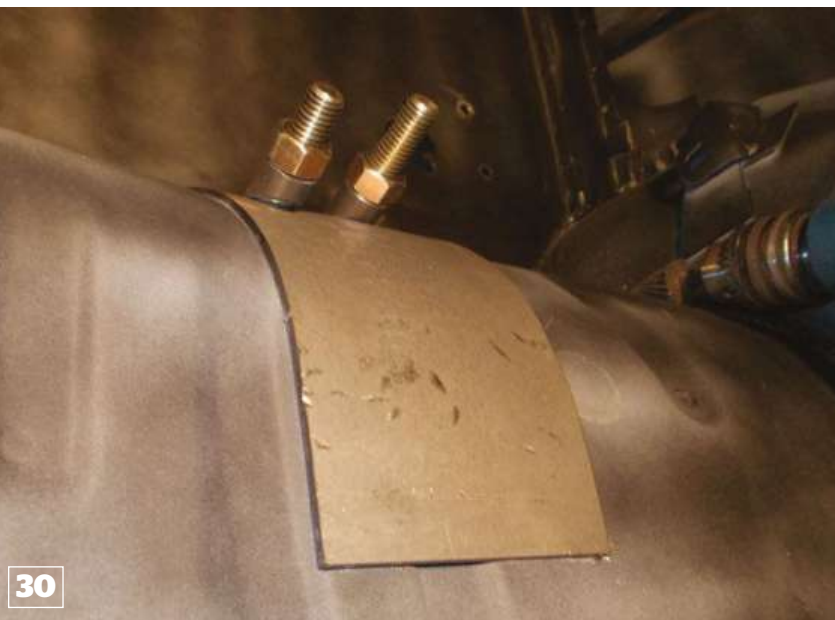
The next day, I drilled and fitted the plates to the other side of the

car, which fitted a lot better (30) but the inside plate still needed a notch cutting out of it to clear another odd bulge (31). After the last trial-fit I was more or less happy with the way it was going to sit (32) so I marked out where the edges would sit (33), cleaned the paint back with a wire brush and gave the lot a coat of weld-through primer (34). Then I went around everywhere I'd worked

and blasted it with compressed air (35), because nothing starts rusting quicker than drilling and grinding swarf, then gave the primed areas underneath a coat of rattle-can black.

So far, I've decided on a couple of things. First, doing this job with the car on axle stands and the exhaust, suspension arms etc in the way would have been a pig.

Second, for the upper arm reinforcements, you either need to have arms like Mr Tickle or an assistant. Third, good, sharp drill bits would have cut a lot of time and swearing from the job. It seems that every drill bit I have is made from chocolate and goes blunt if you so much as look at it funny. Next, I'll have to fire up the welder! **ACM**







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TALES FROM THE GARAGES OF THE PEOPLE WHO WORK ON, AND CONTRIBUTE TO, AMERICAN CAR MAGAZINE

Dave Smith, Editor  
1990 Ford Mustang LX



Whilst Project 13/30 is still very much ongoing in the How-To pages, there's little for me to say here. With the racing and show season now all but finished, there's going to be a bit more time for me to crack on with it, and I made a good start recently. A good friend and contributor, Big Chris Smith (no relation), helped me bring in some parts from the States. He was bringing a container in, and let me have a corner for these big boxes. Many American companies do not have official distributors in Europe, and if you ask them to ship abroad they'll either say flat-out "no" or only ship UPS or Fed-Ex. These companies are great

for small parcels, but the cost of sending heavy stuff trans-Atlantic can be truly frightening, often well in excess of the cost of the parts themselves. It's always worth asking around to see if anyone has a shipping container about to leave the States - many importers have regular containers, and the cost of getting your gear chucked in their container will be minimal compared with UPS. Chances are the Stateside suppliers will even ship to the dockyard for free. All I then had to do was go over to Chris's to pick up the parcels, at which point he forced me to go to the pub with him and talk cars. It was a tough gig, but it had to be done. Thanks, Chris.

Kev Carrington, Contributor  
1973 Plymouth Duster, 2004 Ford Mustang GT



It's great writing these updates because it does push me to get out and work on the Plymouth, and there is so much I still want to do: B&M shifter (still!), modify exhaust, new rear seat cover, headliner, solve the small water leak in the boot, door window rattle... the list goes on!

Well, I took some time off last week and managed to have half a day on the Duster on a gloriously sunny October Sunday. Firstly, I had a look at

the Bowden cables that have not been attached to the heater controls since I bought the car two years ago. I discovered that there was still enough inner cable to attach them and in 20 minutes I had fully operational heater controls! Next was the non-existent glove box. On these cars it was a cardboard item and mine had dissolved into some kind of impossible puzzle! You can still get replacements but I wanted something a bit more robust.

The unit next door to our garage makes plastic products like traffic light casings, and he gave me a mould roughly the same shape as my glove box, and with a bit of effort, it fitted like it was meant to be there!

Those two items didn't take that long, so I decided to tackle the annoying rattle on the passenger door window. I was convinced something was loose, but this was not the case. One of the small plastic wheels that sit in the slides

had disintegrated so the metal rod just sat in the channel. A quick internet search found [www.521restorations.com](http://www.521restorations.com), and they list the 'window roller' kits for most Mopars. Mine are just a shade under \$50 delivered to the UK. I do love that you can buy virtually anything for classic muscle cars in the States. Satisfied with my work for the day, and with the sun still shining brightly, I did what any like-minded person would do - I went out for a cruise!



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**ASSEMBLE AS SHELVING, BENCH OR CORNER UNIT**

**ROLLED EDGE UPRIGHTS GIVE:**

- ✓ EXTRA STRENGTH
- ✓ SMOOTHER FINISH
- ✓ SLEEK LOOK

**150 KG** (evenly distributed) Strong 9mm fibreboard shelves

**350 KG** (evenly distributed) Strong 12mm fibreboard shelves

Contents not included (all items)

**MODEL SHELF DIMS WxDxH (mm) EXC.VAT INC.VAT**

150kg	800x300x1500	<b>£29.98</b>	<b>£36.98</b>
350kg	900x400x1800	<b>£49.98</b>	<b>£59.98</b>

**SAVE 10%**

WHEN YOU BUY ANY MIX OF 5 FROM THIS RANGE SAVE AT LEAST **£17.99** INC.VAT

CHOICE OF 5 COLOURS: RED, BLUE, BLACK, SILVER & GALVANISED STEEL

ALL SIZES/SPECIFICATIONS ARE APPROXIMATE **SEE NEXT PAGE FOR MORE!**



### ALUMINIUM RACING JACKS

FROM ONLY **£84.99** EX VAT  
**£101.99** INC VAT

- Quick lift • Non-marking nylon wheels
- Rubber contact pad - helps protect vehicle undersides

\* steel chassis

MODEL	EXC.VAT	INC.VAT
1.25 tonne	£34.99	£101.99
2 tonne	£149.98	£179.98
2.5 tonne*	£139.98	£167.98

LOW ENTRY ONLY 85MM

# Machine Mart

**NOW 65 SUPERSTORES NATIONWIDE**

## WHERE QUALITY COSTS LESS

### master TURBO AIR COMPRESSORS

Superb range ideal for DIY, hobby & semi-professional use

8/250

FROM ONLY **£79.99** EX VAT  
**£95.99** INC VAT

**BIG 2HP 7.5CFM**

HUGE CHOICE OF SPRAY GUNS & AIRTOOLS

MODEL	MOTOR	CFM	TANK	EXC.VAT	INC.VAT
Tiger 8/250	2HP	7.5	24ltr	£79.98	£95.98
Tiger 7/250	2HP	7	24ltr	£89.98	£107.98
Tiger 11/250	2.5HP	9.5	24ltr	£119.98	£143.98
Tiger 8/510	2HP	7.5	50ltr	£129.98	£155.98
Tiger 11/510	2.5HP	9.5	50ltr	£149.98	£179.98

### Clarke 2 TONNE TROLLEY JACKS

FROM ONLY **£19.98** EX VAT  
**£23.98** INC VAT

CTJ2001G

MODEL	TYPE	EXC.VAT	INC.VAT
CTJ2B	DIY	£19.98	£23.98
CTJ2MB	DIY	£24.99	£29.99
CTJ2250LP	* Low Profile	£39.98	£47.98
CTJ20L	Pro Instant	£69.98	£83.98
CTJ2001G	Pro Garage	£74.99	£89.99
CTJ2GLC	Pro Long High Lift	£169.98	£203.98

\* CTJ2250LP has a 2.25 tonne capacity, has a low entry of only 80mm and includes 2 sockets

### Clarke 3 TONNE JACKS

FROM ONLY **£44.99** EX VAT  
**£53.99** INC VAT

**QUICK LIFT**

JACKS ALSO IN STOCK UP TO 5 TONNE

CTJ3000G

MODEL	TYPE	SADDLE HEIGHT	EXC.VAT	INC.VAT
CTJ3000V	Quick Lift	195-520	£44.98	£53.98
CTJ300L	Pro Instant Lift	145-520	£83.98	£100.79
CTJ3000G	Pro Garage	145-520	£84.98	£101.98

### Clarke 5 PIECE AIR TOOL KIT

KIT1100

- Gravity Fed Spray Gun
- Air Wash Gun
- Tyre Inflator
- Air Blow Gun
- 5 Metre Air Recoil Hose

Also available 3 pce Air Tool Kit - KIT600 Paraffin spray gun, tyre inflator & blow gun

Only **£14.99** EX VAT **£17.99** INC VAT

### Clarke INDUSTRIAL AIR COMPRESSORS

Offers the durability & reliability demanded by professionals.

- Cast iron pumps on SEV11C, SE16 and SE19
- Twin cylinder pumps (except SE11)
- Motor overload protection
- Petrol models available

FROM ONLY **£369.98** EX VAT  
**£443.98** INC VAT

UK BUILT H/DUTY

### Clarke JETSTAR PRESSURE WASHERS

• JET8000 & 9000 include hose reel • Detergent applicator for extra cleaning power

FROM ONLY **£54.99** EX VAT  
**£65.99** INC VAT

MODEL	MOTOR	MAX. PRESSURE	EXC.VAT	INC.VAT
JS1750	1600w	152psi	£54.99	£65.99
JS1900	2000w	195psi	£79.98	£95.98
Jet8000	2400w	260psi	£139.98	£167.98
Jet9000	2600w	290psi	£159.98	£191.98

### Clarke AXLE STANDS

- Ratchet action for quick height adjustment
- Sold in pairs

FROM ONLY **£19.98** EX VAT  
**£23.98** INC VAT

3 TON & 6 TON MODELS

MODEL	MAX TONS	MIN/MAX HEIGHT	EXC.VAT	INC.VAT
CAX-3TBC	3	300-430mm	£19.98	£23.98
CAX-6TBC	6	400-615mm	£29.98	£35.98

### Clarke CAR RAMPS

- Lift cars safely and quickly • Tough angled steel construction

FROM ONLY **£26.99** EX VAT  
**£32.99** INC VAT

MODEL CAPACITY EXC.VAT INC.VAT

MODEL	TYPE	EXC.VAT	INC.VAT
CR2	2000KG	£26.99	£32.99
CRV25	2500KG	£36.99	£44.99

UK MADE

### Clarke HIGH FREQUENCY BATTERY CHARGERS

HFBC12/24

- Energy efficient inverter, protects battery from high current damage
- Microprocessor provides appropriate charging rate
- Variable current output for quick, medium or trickle charge

FROM ONLY **£39.98** EX VAT  
**£47.98** INC VAT

MAX CHARGE BATTERY EXC.VAT INC.VAT

MODEL	AMPS	100Ah	EXC.VAT	INC.VAT
HFBC12	6	200Ah	£39.98	£47.98
HFBC12/24	20	200Ah	£69.98	£83.98

### Clarke 3HP V TWIN AIR COMPRESSORS

FROM ONLY **£219.98** EX VAT  
**£263.98** INC VAT

TIGER 16/510

• Suitable for powering all common air tools & spray equipment

### Clarke HYDRAULIC PRESSES

PROFESSIONAL QUALITY

Built for tough daily use in automotive/industrial workshops

- All models include gauge

FROM ONLY **£129.98** EX VAT  
**£155.98** INC VAT

### Clarke AUTOMOTIVE WHEEL DOLLY SET

AWD1

FROM ONLY **£44.99** EX VAT  
**£53.99** INC VAT

BIG 3" CASTORS

• Four swivel castors for easy movement in confined spaces • Heavy duty steel construction - load rating 500kg per dolly

### Clarke HYDRAULIC BOTTLE JACKS

FROM ONLY **£7.99** EX VAT  
**£9.99** INC VAT

Telescopic Range

MODEL	EXC.VAT	INC.VAT
2 tonne	£7.99	£9.99
4 tonne	£11.99	£14.99
5 tonne	£14.99	£17.99
6 tonne	£17.99	£20.99

### Clarke BATTERY CHARGERS/ENGINE STARTERS

BC520N

- Ammeter
- Multi-position charge regulator
- Overload protection on charging cycle

FROM ONLY **£47.99** EX VAT  
**£57.99** INC VAT

### Clarke 3HP V TWIN AIR COMPRESSORS

FROM ONLY **£219.98** EX VAT  
**£263.98** INC VAT

TIGER 16/510

• Suitable for powering all common air tools & spray equipment

### Clarke X-PRO AIR CAT131

FROM ONLY **£19.98** EX VAT  
**£23.98** INC VAT

HUGE CHOICE IN-STORE/ONLINE

### Clarke ARC ACTIVATED HEADSHIELDS

CWH6

FROM ONLY **£39.98** EX VAT  
**£47.98** INC VAT

CWH7

FROM ONLY **£44.99** EX VAT  
**£53.99** INC VAT

CWH8

FROM ONLY **£44.99** EX VAT  
**£53.99** INC VAT

• Activates instantly when Arc is struck • Protects to EN379 • Suitable for arc, MIG, TIG & gas welding

### Clarke NO GAS/GAS MIG WELDERS

Professional type torch with on/off control • Thermal overload protection • Turbo fan cooled • Easy conversion to gas with optional accessories

FROM ONLY **£109.98** EX VAT  
**£131.98** INC VAT

MODEL DESCRIPTION EXC.VAT INC.VAT

MODEL	DESCRIPTION	EXC.VAT	INC.VAT
CMC36	Car creeper	£21.99	£26.39
CMC45	With adjustable headrest	£28.99	£34.79
CMC50	Folding car creeper	£44.99	£53.99

### Clarke PRO 7" SANDER/POLISHER

CP185

FROM ONLY **£69.98** EX VAT  
**£83.98** INC VAT

• Pro sander polisher, Includes hook & loop backing pad and hook & loop wool polishing bonnet. • 1200w motor

### Clarke DIGITAL VERNIER CALIPERS

• Dual scale calibration in 0.01mm & 0.0005" units • Locking screw feature for batch measurements • Supplied in a case

Also in-stock CM265 300mm Digital Caliper only **£36.99** EXC.VAT **£44.39** INC.VAT

FROM ONLY **£16.99** EX VAT  
**£20.39** INC VAT

CM145

### Clarke 3-IN-1 SHEET METAL MACHINES

• Bend, Roll & Shear metal up to 1mm thick • Min. Rolling Diameter 39mm • Bending angle 0-90°

FROM ONLY **£179.98** EX VAT  
**£215.98** INC VAT

MODEL	BED WIDTH	EXC.VAT	INC.VAT
SBR305	305mm	£179.98	£215.98
SBR610	610mm	£359.00	£430.80

### Clarke NO GAS/GAS MIG WELDERS

• Uses flux cored steel wire, which creates own gas shroud as it turns

FROM ONLY **£169.98** EX VAT  
**£203.98** INC VAT

MODEL	AMPS	EXC.VAT	INC.VAT
90EN	24-90	£169.98	£203.98
105EN	30-100	£184.99	£221.99
151EN	30-150	£209.98	£251.98
160EN	30-150	£259.98	£311.98

### Clarke ARC WELDERS

For home use, automotive and industrial applications.

FROM ONLY **£49.98** EX VAT  
**£59.98** INC VAT

SEE THE FULL RANGE ONLINE & IN-STORE

#Turbo fan cooled

• was £107.98 inc.VAT

MODEL	AMPS	EXC.VAT	INC.VAT
EA110	40-100	£49.98	£59.98
EA165	65-160	£64.99	£77.99
EA115N	30-110	£64.99	£77.99
EA200E	60-200	£87.99	£105.99
160N	40-150	£67.99	£81.99
190N	50-185	£94.99	£113.99
190TEN#	35-180	£139.98	£167.98
235TEN#	40-210	£149.98	£179.98

### Clarke ANTI FATIGUE FOAM FLOORING

• 6 interlocking foam tiles protect flooring & provide comfort when standing or kneeling • Each tile is 610x610mm & includes detachable, yellow borders

FROM ONLY **£19.98** EX VAT  
**£23.98** INC VAT

FOR 6 TILES

### Clarke LOAD LEVELLER

• Max load capacity - 500Kg • Fine screw adjustment for precise leveling

FROM ONLY **£29.98** EX VAT  
**£35.98** INC VAT

CLL500

INCLUDES CHAINS AND HOOKS

### Clarke 6 SPEED METAL LATHE WITH 12 SPEED MILL DRILL - CL500M

FROM ONLY **£849.00** EX VAT  
**£1018.80** INC VAT

FULL RANGE OF ACCESSORIES IN STOCK

### Clarke MIG WELDERS

Quality machines from Britain's leading supplier

See online for included accessories

FROM ONLY **£179.98** EX VAT  
**£215.98** INC VAT

MODEL	MIN-MAX AMPS	EXC.VAT	INC.VAT
PRO90	24-90	£179.98	£215.98
110E	30-100	£214.99	£257.99
135TE Turbo	30-130	£239.98	£287.98
151TE Turbo	30-150	£269.98	£323.98
165TE Turbo	30-155	£339.00	£406.80
175TECM Turbo	30-170	£399.00	£478.80
205TE Turbo	30-185	£429.00	£514.80

\* was £490.80 inc.VAT # was £539.98 inc.VAT

### Clarke 24V CORDLESS IMPACT WRENCH

CIR220 ONLY

FROM ONLY **£89.98** EX VAT  
**£107.98** INC VAT

CIR220

• Inc. 17, 19, 21 & 23mm chrome vanadium sockets • 2x 24V Ni-Cd Batteries & 1 hour fast charger

HEAVY DUTY

OTHER MODELS

MODEL	MAX TORQUE	EXC.VAT	INC.VAT
Cordless CIR1000	450Nm	£56.99	£68.99
Cordless CIR450C	450Nm	£119.98	£143.98

### Clarke ENGINE CRANES

FROM ONLY **£149.98** EX VAT  
**£179.98** INC VAT

MODEL	DESC.	EXC.VAT	INC.VAT
CFC500F	1/2 ton folding	£149.98	£179.98
CFC100	1 ton folding	£154.99	£185.99
CFC1000LR	1 ton long reach	£199.98	£239.98

Fully tested to proof load

Robust, rugged construction • Folding and fixed frames available • Overload safety valve

CFC100

### Clarke TOOL CHEST AND TOOLS

SAVE OVER £61 OFF OUR NORMAL PRICE

ALL THIS ONLY **£259.98** EX VAT  
**£311.98** INC VAT

329 HAND TOOLS

• This great value set includes CTC900B 9 drawer chest & CTC500B 5 drawer cabinet • Includes the most popular sockets, spanners, pliers, drivers, wrenches etc

### Clarke 6 SPEED METAL LATHE WITH 12 SPEED MILL DRILL - CL500M

FROM ONLY **£849.00** EX VAT  
**£1018.80** INC VAT

FULL RANGE OF ACCESSORIES IN STOCK

- 430mm between centres • Compound slide with 4 way tool post • Power feed screw cutting facility • Forward/reverse lathe operation • Clutch for independent mill/drill operation

ALSO AVAILABLE:

CL430 - As above but without the Mill/Drill head **£699.00** exc.VAT **£838.80** inc.VAT



### Clarke JUMP STARTS

Provides essential home, garage and roadside assistance

- Integral work light
- 910 includes air compressor
- Long life battery

**FROM ONLY £52.99 EX VAT**  
**£63.99 INC VAT**

MODEL	START BOOST	PEAK AMPS	EXC.VAT	INC.VAT
900	400A	900A	£52.99	£63.99
910	400A	900A	£59.99	£71.99
4000	700A	1500A	£114.99	£137.99
12/24	1000A@12v	2000A@12v	£129.99	£155.99
	500A@24v	1000A@24v		

**EXTRA LONG 1m LEADS**

**HEAVY DUTY 17KG**

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# Over 1100

## PRICE CUTS & NEW PRODUCTS

**INCLUDING NEW**

### SPECIALIST TOOLS & MACHINERY

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1100 PRICE CUTS AND NEW PRODUCTS

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- ONLINE
- PHONE

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### Clarke HEAVY DUTY INSTANT GARAGES/WORKSHOPS

• Ideal for use as a garage/workshop • Extra tough triple layer weatherproof fabric • Heavy duty powder coated steel tubing

• Ratchet tight tensioning

**ZIP CLOSE DOOR**

**FROM ONLY £219.00 EX VAT**  
**£262.99 INC VAT**

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CG1015	4.6 x 3 x 2.4m	£219.00	£262.80
CG1216	4.9 x 3.7 x 2.6m	£259.00	£310.80
CG1020	6.1 x 3 x 2.4m	£269.00	£322.80
CG1220	6.1 x 3.7 x 2.5m	£299.00	£358.80
CG1224	7.3 x 3.7 x 2.5m	£379.00	£454.80

**10' RANGE NARROWER WIDTH GREAT WHERE SPACE IS TIGHT**

**LENGTH UP TO 24'**

### Clarke SPRAY GUNS

HUGE CHOICE IN-STORE/ONLINE

**FROM ONLY £19.98 EX VAT**  
**£23.99 INC VAT**

MODEL	DESC	EXC.VAT	INC.VAT
PRO12C	1.2mm, 1.4m	£19.98	£23.98
14C/18C	1.4mm, 1.8m		
PGF14	Pro Gravity	£24.99	£29.99
SP14/18C	1.4mm, 1.8m	£27.99	£33.99
HVLP	AP15, 2.2mm	£27.99	£33.99

**PRO12C**

**£32.39 INC VAT**

### Clarke HEAVY DUTY PETROL POWER WASHERS

PLS195

**FROM ONLY £199.00 EX VAT**  
**£238.80 INC VAT**

**GREAT FOR REMOTE LOCATIONS CAN DRAW OWN WATER**

Honda & Diesel engine models available

**NEW RANGE**

MODEL	BAR/PSI	HP	EXC. VAT	INC. VAT
Tiger1800 110/1595	2.6	11	£199.00	£238.80
Tiger2600 170/2465	4	22	£259.99	£311.98
Tiger3000 200/2900	6.5	29	£299.99	£359.98
PLS195	186/2698	6.5	£399.00	£478.80
PLS265	260/3770	13	£599.00	£718.80

### Clarke PARTS WASHERS

**FROM ONLY £39.98 EX VAT**  
**£47.98 INC VAT**

**PARTS WASHER FLUID**

FROM £4.99 EX VAT

MODEL	TANK CAP.	TYPE	EXC.VAT	INC.VAT
CW2D	10Ltrs	Bench	£39.98	£47.98
CW1D	45Ltrs	Floor	£99.98	£119.98
CW2M	22.5Ltrs	Floor	£144.99	£173.99
CW4D	75Ltrs	Floor	£159.98	£191.98

### Clarke ENGINE DIAGNOSTICS

**FROM ONLY £39.98 EX VAT**  
**£47.98 INC VAT**

MODEL	EXC.VAT	INC.VAT
E0BD Fault Code Reader	£39.98	£47.98
Engine E0BD/OBD2 Fault code reader	£54.99	£65.99
Engine Diagnostic & E0BD/OBD2 Fault Code Reader	£99.98	£119.98

### Clarke TAP & DIE SETS

**FROM ONLY £14.99 EX VAT**  
**£17.99 INC VAT**

• High quality tungsten steel

• Supplied in metal storage case (except 10pc)

TYPE	EXC.VAT	INC.VAT
16pc Metric	£14.99	£17.99
24pc UNC/UNF/NPT	£19.98	£23.98
28pc Metric	£23.99	£28.79
33pc Metric/UNF/BSP	£31.99	£38.39
32pc Metric	£41.99	£50.39

**#28pc Best Budget Buy, 33pc Recommended.**

### Clarke MECHANICS MOBILE SEAT

**FROM ONLY £15.99 EX VAT**  
**£19.19 INC VAT**

• Strong steel frame

• 4 strong rubber wheeled castors with easy swivel ball bearings

• Oil resistant padded vinyl seat

• Integral storage tray

**CMS1**

### Clarke PRESSURISED SANDBLASTERS

• Heavy duty steel construction sandblasters for the quick removal of surface rust, paint, dirt/grease etc.

**INCLUDES SANDBLASTING GUN, DELIVERY HOSE, 4 CERAMIC NOZZLES AND SAFETY HOOD**

**FROM ONLY £139.98 EX VAT**  
**£167.98 INC VAT**

MODEL	TANK VOLUME	FLOW RATE REQ.	EX. VAT	INC. VAT
CPSB100	32 litre	6-19 cfm	£139.98	£167.98
CPSB200	63 litre	12-20 cfm	£169.98	£203.98

### Clarke GARAGE MATTING

**PRICE CUT**

**FROM ONLY £24.99 EX VAT**  
**£29.99 INC VAT**

• Premium hard wearing poly vinyl - reduces impact and vibration damage

• Simply rolls out onto floor

• Chequer plate design

• Easy clean

• Dims (WxH): 2400 x 1200mm (8'x4')

**CSDPGM-S**

### Clarke INVERTER GENERATORS

**FROM ONLY £229.98 EX VAT**  
**£275.98 INC VAT**

IG1000

**£389.98 EX VAT**  
**£467.98 INC VAT**

IG2200

Produces pure sine wave & stable power, essential for computers & sensitive equipment

• Max output: IG1000, 1000W Max output: IG2200, 2200W

• 4 stroke engine

• Super quiet running (only 64dBa at 7M 1/4 load)

• Low oil shut down

### Clarke DRILL PRESSES

**FROM ONLY £19.98 EX VAT**  
**£23.98 INC VAT**

CDS3

**ONLY £59.98 EX VAT**  
**£71.98 INC VAT**

CDP5B

Drill not included

### Clarke GENERATORS

**FROM ONLY £89.98 EX VAT**  
**£107.98 INC VAT**

Honda engine models available

**CHECK FRAME TYPE WHEN ORDERING**

MODEL	KVA	HP	EXC. VAT	INC. VAT
G720	0.7	-	£89.98	£107.98
G1200	1.1	-	£149.98	£179.98
G2500	2.4	6.5	£189.98	£227.98
G3005	2.8	7	£239.98	£287.98
G3050	3	8	£369.00	£442.80
G4050ES	4.5	11	£479.00	£574.80
G5100ES	5.5	13	£569.00	£682.80

### Clarke TURBO FAN GAS HEATERS

Offering low cost, efficient heating

**PROpane GAS FIRED**

**PRICE CUT**

**FROM ONLY £64.99 EX VAT**  
**£77.99 INC VAT**

**£77.99 EX VAT**  
**£94.99 INC VAT**

Little Devil 10.3

Little Devil SSI10.3

Devil 650

Devil 660 SS\*

Devil 650

Devil 660SS\*

Devil 1850

Devil 3000

Devil 4000

Devil 3150

### Clarke BENCH GRINDERS & STANDS

• Stands come complete with bolt mountings and feet anchor holes

• 6" & 8" AVAILABLE WITH LIGHT

**STAND AVAILABLE FROM ONLY £39.98 EX VAT**  
**£47.98 INC VAT**

CBG8W

features 8" whetstone & 6" drystone.

• With sanding belt

MODEL	DUTY	WHEEL DIA.	EXC.VAT	INC.VAT
CBG6RP	DIY	150mm	£29.98	£35.98
CBG6RP	PRO	150mm	£39.98	£47.98
CBG6RSC	HD	150mm	£49.98	£59.98
CBG6SB	PRO	150mm	£49.98	£59.98
CBG6RWC	HD	150mm	£54.99	£66.99
CBG8W (wet)	HD	150/200mm	£55.99	£67.19

### Clarke POLISHING KITS

• Kit Inc: Tapered spindle, Coloured mop for initial cleaning, pure cotton mop for high polish finish & polishing compound

4" £19.98 Ex VAT £23.98 Inc VAT

6" £24.98 Ex VAT £29.99 Inc VAT

8" £29.98 Ex VAT £35.98 Inc VAT

**FROM ONLY £19.98 EX VAT**  
**£23.98 INC VAT**

### Clarke CAR TRANSPORTER LASHING

**FROM ONLY £16.99 EX VAT**  
**£20.39 INC VAT**

**5000KG CAPACITY**

### Clarke ENGINE STANDS

**NEW RANGE**

**FROM ONLY £49.98 EX VAT**  
**£59.98 INC VAT**

• Rotates through 360°

Fully tested to proof load

• Folds for storage

MODEL	CAPACITY	EXC.VAT	INC.VAT
CES340	340kg	£49.98	£59.98
CES500A	227kg	£54.99	£66.99
CES450	450kg	£69.98	£83.98
CES750A	340kg	£79.98	£95.98
CES560	560kg	£84.99	£101.99
CES680F	680kg	£119.98	£143.98

### Clarke DIESEL/PARAFFIN HEATERS

Ideal for fast efficient heating

• Extra-long run fuel tanks - up to 53 litres

• Variable heat output with thermostat control

**FROM ONLY £179.98 EX VAT**  
**£215.98 INC VAT**

XR80

### Clarke BODY REPAIR KITS

**FROM ONLY £79.98 EX VAT**  
**£95.98 INC VAT**

CS10BRK

• Fast snap connector attachments for quick & easy assembly

• Hydraulic pump, ram & hose with various tubes, pieces & connectors

• Includes metal case

• Fast action pump

MODEL	CAPACITY	EXC.VAT	INC.VAT
CS4BRK	4 tonne	£79.98	£95.98
CS10BRK	10 tonne	£139.98	£167.98
CS10SBRK*	10 tonne	£149.98	£179.98

### Clarke SOCKET SETS

Top quality chrome vanadium steel.

• 18 Sockets 8-32mm

• Reversible ratchet

• Comfort grip handle

**ONLY £22.99 EX VAT**  
**£27.59 INC VAT**

**LIFETIME GUARANTEE**

PRO155

**PRO234 62 PIECE 1/2" & 1/4" SOCKET & BIT SET**

**1/2" TORQUE WRENCH - CHT141**

• 5" Extension bar • 1/2" - 3/8" adaptor • 28-210 Nm

only £19.98 EX VAT  
£23.98 INC VAT

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## The mysteries behind the oxygen sensor

Words: Dave Smith

### Analyse This...

The Lambda sensor, or oxygen sensor, is a critical part of the control systems on a modern vehicle. They're usually situated in the exhaust downpipe, and by reading the amount of oxygen in the exhaust gas, they can tell whether the exhaust is rich with unburnt fuel, lean with too little fuel being injected into the engine, or just right. That 'just right' figure is called Lambda ( $\lambda$ ) 1.0; a rich reading will be lower, a lean reading higher, and the ECU adjusts the fuelling accordingly.

Early ones were very simple, with one wire, and provided a variable resistance on the path to earth, which the ECU could interpret. More modern ones have at least five wires, two of which are for a pre-heating element - a Lambda sensor only works when it's at its operating temperature. Some newer cars have Lambda sensors before and after the catalytic converter to check how well the cat is working.

Lambda sensors don't usually

have a defined service interval. You replace them when they stop working, though when that happens isn't always clear. Considering the environment in which they work - in red-hot gases, in a rattly exhaust pipe - they can last for years, but the first suggestion you might get that they've failed is the annual MoT emissions test. Most instant 'failures' can be traced to wiring faults or actual physical damage, whilst poor quality fuels, oil, condensation and head gasket failure can poison them over time.

Older Lambda sensors are 'narrowband' sensors. They operate like a switch, simply reading whether the mixture is rich or lean. They will have one to four wires, are usually very reliable and are much cheaper than wideband sensors. Three-way catalytic convertors need rich and lean conditions to burn off contaminants, so their simplicity isn't a problem. More modern cars and aftermarket

programmable ECUs use wideband sensors, which have at least five wires and will read accurately across a wide band of rich/lean conditions. They're much more complex than narrowbands, much more expensive, and need a controller which is usually built into the ECU. A narrowband sensor will be preset to see 14.7:1 as the stoichiometric point and read either richer or leaner than that. A wideband can be programmed to run the car richer or leaner than stoich for maximum power under various conditions.

Replacement Lambda sensors come in two types - OE-style or 'universal'. OE-style sensors will have the OE plugs on the wiring, and be a straight swap for the original; you choose 'universal' ones purely on the number of wires the original has, then you splice the new wires to the old ones. The universal types are a compromise in terms of settings, parameters and performance, and the possibility of cock-ups is far greater, so avoid universals wherever possible. There are no universal widebands.

Most narrowbands are Zirconium types, where the oxygen ions passing across the Zirconium Dioxide and Platinum element generate a tiny voltage according to whether the mixture is lean (low voltage) or rich (higher voltage). The ECU reads this voltage and alters fuelling accordingly. The less common Titania types don't generate a voltage, but rather the electrical resistance of the Titania element changes according to whether the mixture is lean (resistance rises) or rich (resistance falls). The ECU sends a reference voltage to it, and alters fuelling according to the signal that returns. Widebands, or UEGO sensors, use a complex method of pumping ambient air into an internal chamber and measuring the difference in oxygen levels with those of the exhaust gases on the outside of the chamber, and the current required to achieve parity is what determines the rich/lean status. It may sound like black magic, but it's the future, and soon very few engine tuners will be able to work without them.







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# TRIED'N'TESTED

## Meguiar's Ultimate Liquid Wax

AVAILABLE FROM:

See [www.meguiars.co.uk](http://www.meguiars.co.uk) for details and stockists

It's yet another wax from Meguiar's, this time their Ultimate wax. Their own blurb describes it as:

"... our most advanced, pure synthetic hydrophobic wax which offers our longest lasting protection. New synthetic polymers crosslink to form a protective barrier that amplifies reflections for incredible depth and mirror-like shine." That's a lot of syllables. Fortunately, they're not wasted. I used this on a beautifully sunny day - remember them? - and this liquid went on smooth, buffed off beautifully and did indeed leave a stunning, deep gloss even on old, tired paint. There was hardly any dust from buffing, and, best of all, this Ultimate wax doesn't leave those white smears on rubber and plastic trim that never come off.

It repels rainwater, too, without leaving streaks, and the shine lasts a good couple of weeks so, on the surface,



it seems like the ideal product. Where does it fall down? On the RRP. Yes, this could well be the future of car care, a future where 'pure synthetic' isn't considered an oxymoron, but my favourite range is still Meguiar's Gold Class. This Ultimate is around twice the price of Gold Class, but I don't think it's twice as good. That doesn't mean it's no good; far from it, but I'll stick to Gold Class, thanks, because I'm a stubborn old fart.



# TRIED'N'TESTED

## Get Yer Gas-Kit Off

AVAILABLE FROM:

Widely available from motoring accessory and hardware stores see [www.carplan.co.uk](http://www.carplan.co.uk)

Another product in the CarPlan range of Carry On Garage Consumables, this is a gasket remover. I found cause to use it recently while changing a water pump on a friend's small-block Chevy - the gaskets between the water pump and the block were baked solid, and I could either try to chip them off with a screwdriver and risk gouging the block, or I could rely on this stuff. I gave this stuff a go.

The instructions tell you to spray it on, and leave it until you see the gasket bubbling. It didn't say whether you gave it a light

dusting or an absolute soaking, but underneath the directions it mentioned that this stuff also serves as a handy paintstripper, so I thought I'd better be gentle with it. It also didn't say how long this might take. I waited a minute or two, no bubbling. I went and found something else to do for five or 10 minutes, returned, no bubbling. Sod it, I thought, and went and found a Stanley blade for the scraping.

Well, roger me with the ragman's trumpet if those gaskets didn't just peel off that block with the barest minimum

of Stanley-based persuasion. I reckon they'd have come off in one piece, too, if I'd had longer arms! So it looks like it does exactly what it says on the tin, and saved me a lot of scraping. The only issue I can see is its ability to strip paint from anything nearby, and the aerosol nozzle is hardly the model of precision. So if you're looking to shift stubborn gaskets off your old smoker, this is the stuff; if you've a stuck gasket on your prize-winning show motor, you're probably best with a gentle scraper.







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# What's In The Workshop

## Cage Fighting

They're fighting for space at Chassis Tec's workshops!

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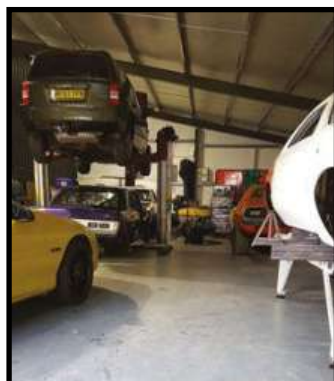
Out in the wilds of Cheshire, you'll find Pete Smith and Chassis Tec Rac Cars, and there's currently plenty going on, much of it Mopar flavoured. Like a Dodge Challenger, formerly of Cannonball Watts Racing, now in the hands of Pete Wiseman. It's being built to run in UK Super Stock, so is in for an all-new 8.50-

spec chromoly cage with swing-out door bars. Chassis Tec are also fitting a full Calvert rear suspension set-up with spring sliders and split mono-leafs, but best of all, Pete and his wife Julie are planning to keep this big Hemi-equipped car street-legal. Period super stock paint and race car name to be revealed...

There's another fascinating customer project on the go; an Eighties Dodge Daytona that's heading towards being a replica of a Darrell Alderman Pro Stocker. The customer provided a donor 25.4 chassis for it that had suffered some damage, so the chassis has had a new front half and now Pete has

mounted the Daytona body to it. Power will come from a small-block Mopar with a big whiff of nitrous.

And, in his spare time (!), Pete has had a delivery of parts for his own '67 Camaro, a 25.1 car which is being built for UK Top Sportsman! Chassis Tec, the inventors of the 30-hour day...





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# techstuff

## Winter Beaters

**Now's the time to begin winter projects, but working in the garage when there are icicles on your nose can be a chore.**

Check out Clarke's range of heaters to make your garage a pleasure. There are paraffin/diesel-fired heaters giving up to 61.5kW of heat output, with fuel tanks up to 53 litres, air and fuel filters, stainless combustion chambers, flame failure cut-outs and variable thermostats, with prices starting at £215.98. Or they have Propane Turbo Fan Space Heaters, from lock-up-sized 10kW models to warehouse-sized 131kW models. Some models have variable heat output controls, some have stainless casings, and they start from just £77.99. Or how about Ceramic heaters like this 2.4kW Devil 350, tough and portable and starting from just £107.98. All prices include VAT, so check your nearest Machine Mart store or see [www.machinemart.co.uk](http://www.machinemart.co.uk) and make your garage tropical.



## Do The Twist

**Most racers will be familiar with Dzus fasteners, the quick-release pins that have been used for almost 80 years and haven't really changed much.**

Now UK-based Specialty Fasteners and Camloc have come up with the AeroLoc that could change the game. It uses a cross-head stud, or wire bail handle for opening by hand, and its quarter-turn, self-ejecting mechanism is even interchangeable with the Dzus EHF5. See [www.aeroloc.co.uk](http://www.aeroloc.co.uk) or call 01803 868677 for details.



## Brake Point

**Checking how much meat is left on your brake pads is a ten second job, but getting to them in the first place is time-consuming and mucky.**

Welcome the Sealey VS058 brake pad thickness gauge, where you don't even have to remove the wheel. Just poke the slimline device through the wheel, locate the gauge's bracket on the back of the brake pad, and assuming the backing plate is the standard 6mm thick, it'll tell you exactly how much friction material is left. If you can use a tyre tread depth gauge, you can use this. It's on offer in the current Sealey promotion, so see [www.sealey.co.uk](http://www.sealey.co.uk) or drop in to your nearest stockist.



## Quite A Shock

**New from Bilstein is this damper upgrade kit for 2010-on WK-model Jeep Grand Cherokees.**

Already a fine-handling machine, Bilstein's remote-reservoir B8 damper package works in harmony with the OE or aftermarket springs to enhance the dynamic abilities of this big SUV at all ride heights, on or off road. They're built to last a lot longer than the OE dampers, and won't ruin the ride, either. See [www.bilstein.de](http://www.bilstein.de) or speak to Bilstein UK on 0116 247 8930.



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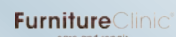
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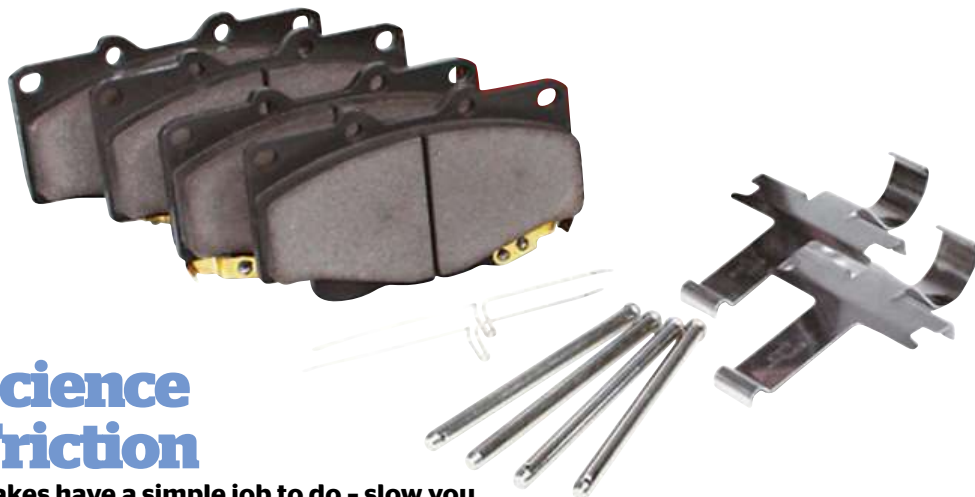
**We all know how critical tyre pressures can be, and on the track that's the difference between winning the race or nutting the wall.**

Racers around the world trust a dash-full of Auto Meter gauges to monitor their machinery, so why not trust Auto Meter to monitor your tyre pressures? Auto Meter's analogue gauges feature a large 2.25-inch dial with rubber shock-boot, and a durable release valve that holds the readings. They come in 0-40psi, 0-60psi and 0-100psi versions with a 13.75-inch braided line, or a glove-box-friendly 'shorty' 0-60psi version. The Pro Comp Digital gauge provides the most accurate measurement available in a tough, durable package. It uses solid-state electronics with signal conditioning circuitry for temperature and calibration compensation for readings within +/- 0.25% from 0-50psi, a backlit LCD display and a 9V battery. See [www.summitracing.com](http://www.summitracing.com) for more details.

## Science Friction

**Brakes have a simple job to do - slow you down. If they can do this quickly, without fade and, ideally, in silence, then all the better.**

Welcome to Centric's PosiQuiet brake pads, with precision cut and shaved backing pads and mechanically-attached shims so they fit the calliper and don't vibrate and cause all that noise, plus a 'positive moulding' and 'scorching' process that eliminates impurities in the friction material for long, fade-free life and even wear with minimum break-in. There are three types of PosiQuiet pads - Semi-Metallic for daily drivers, Extended Wear for reduced disc wear, and Ceramic, for longer life without the dust. They're available for a wide range of cars from 1960 on, and you can get them through [www.summitracing.com](http://www.summitracing.com).



## Down The Tubes

**Magnaflow are always expanding their catalogue of part numbers for later-model motors.**

Over the past few months they've added big pipes for the 2015 Chevy Suburban and GMC Yukon XL, the 2015 Chevy Tahoe and GMC Yukon, the 2015 Chevy Colorado and GMC Canyon, the 2015 Dodge Challenger R/T 5.7 Hemi, the 2014-on Jeep Grand Cherokee V6 and V8, the 2003-2007 Dodge Ram 2500 and 3500 with the Cummins diesel, and the 2015 Ford F-150! Busy, busy. Naturally, they also have pipes to really let your new 2014-on Corvette



Stingray sing, with either 'valve-back' or axle-back systems in black or polished stainless. The valve-back systems use the OE diverter valve that acts as an exhaust cut-out under power, and keeps the four tailpipes with 4.5" black ceramic coated tips. There's an axle-back system for the '15-on blown Z06, too. Find your application at [www.magnaflow.com](http://www.magnaflow.com), or speak to the UK distributor Nemesis UK via [www.nemesisuk.com](http://www.nemesisuk.com).

## Chute First...

**... and ask questions later.**

If you're very, very serious about your street/strip machinery, or just want to fake it 'til you make it, then direct your questions towards BMR Suspension who make a bolt-on parachute mount for the 2005-2014 Mustang. Manufactured from 1.625" DOM tube and laser-cut three-eighth plate, this locates the 'chute just below the airstream over the car, meaning it deploys right into the high-pressure air so it blossoms quickly. The receiver mounts directly behind the number plate, so you can revert to street-stock quickly. Now THAT's bragging. See [www.bmrsuspension.com](http://www.bmrsuspension.com) for details, and speak to your chassis builder.

If you're serious about getting the power down with minimal engine movement, BMR also offer a 6061 solid billet aluminium motor mount upgrade kit to replace the polyurethane mount bushings in the BMR K-members for fourth and fifth-gen Camaro and S197 Mustang. Now you can shake it 'til you make it!



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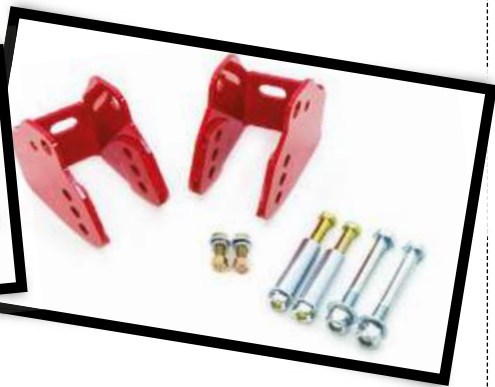
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And if you want to make a '78 Chevy Malibu or an El Camino get down and boogie, start with UMI Performance's bolt-in rear coil-over conversion kit. It's a 100% bolt-in kit, no cutting or welding required, that mounts the Viking double-adjustable coil-overs and relocates the lower control arms. The adjustable arm mounting lets you fine-tune instant centre, and there's a choice of springs to suit your sport. Or the arm relocation brackets are available separately, so why not team them with UMI's uprated one-inch or two-inch lowering springs and get an instant step towards the Pro Touring look? See [www.umiperformance.com](http://www.umiperformance.com) and speak to your importer.

## Cool Runnings

**It may not be the weather to be worrying about your cooling capabilities, but get set for a scorcher next summer with Derale remote fluid coolers.**

Whether you're racing or towing, engine oil and automatic transmission fluid may be overheated, so beat the heat. The Electra-Cool is a high-capacity cooler with half-inch copper tubes and three-quarter-inch aluminium fins, in eight- or 16-pass models with a choice of -AN fittings, whilst firmly attached to the front is a 10-inch electric fan. Or how about the Atomic-Cool, a fin-and-plate design that minimises pressure drop even with high-viscosity oils, with an eight-inch fan, ideal for off-road and towing? Or the Hyper-Cool, a stacked-plate design with 25 rows of cooling capacity and a 500cfm fan in an aluminium shroud, or the Hyper-Cool Extreme with 40 rows and an 800cfm fan? There's a whole range of Derale cooling, all with necessary hose, fittings, inline thermostatic switch and installation hardware, so find yours at [www.summitracing.com](http://www.summitracing.com).



## EToZ

**New from Edelbrock are these E-Force Stage 1, 2 and 3 systems to help your 2015 Corvette Stingray on its way to becoming a Z06.**

Using the Eaton GenVI 2.3-litre TVS blower along with an air-to-water twin intercooler system and dual-core heat exchanger, they fit under the stock bonnet and Stages 1 and 2 are 50-state emissions-legal, work on regular unleaded and carry a free 36,000-mile warranty. Stage 3 is a professional tuner's kit, more for the track than the street. See [www.edelbrock.com](http://www.edelbrock.com) for details and speak to your nearest Edelbrock dealer.

## If The Cap Fits...

**... wear it, and when it comes to fuelling, Holley has been wearing it for decades.**

Here are a few more of their fuel control products to consider. Check out Earl's Performance Plumbing's anodised fuel cell and filler caps, milled from 6061-T6 billet aluminium with either a 5.34" 12-bolt or 4.43" six-bolt flange, large three-inch opening with an easy-grip, O-ringed, screw-on cap and stainless hardware. There are also bolt-in or weld-in filler cap kits to let you put your filler wherever you like.

Or how about vent tube spill reduction valves, a simple ball-valve arrangement that prevents fuel spillage from carburettor vent tubes in the event of an accident, or during hard launches or serious off-roading, but still allows vapours to vent normally. Cheap insurance...

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# gallery

## Earning Your Stripes

The inaugural Cars & Stripes event at Rockingham was on the soggy side.

**Words:** Dave Smith **Photography:** Mick Wilkes

On August bank holiday Monday, Northamptonshire's Rockingham Raceway held their first Cars & Stripes event, an American-themed day of racing and entertainment heavily influenced by Brands Hatch's American Speedfest. With the famous Rockingham oval on hand, racing from the likes of the Craftsman-like Pickup Trucks,

and everything from muscle cars to big rigs in attendance trackside, it should have been a superb date for anyone suffering Speedfest withdrawals. What it couldn't bring, however, was sunshine, a dose of very English bank holiday weather conspiring to drench everything in sight. An equally English stiff upper lip prevailed, though, and the

participants made the most of it, with racing, parade laps, and a burnout contest won in quite spectacular style by Don Scott's Petty Superbird. The show will go on, of course, though next year Rockingham have picked the weekend closest to Independence Day, July 2nd and 3rd, so make a note in your diaries and pray for sunshine.

### BEEN TO AN EVENT RECENTLY?

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FP0030



# gallery

Words: Dave Smith Photography: Darren Graham

## Flying Visit

### The classics are coming in to land at Heathrow

Way back in July, BA Clubs hosted their annual classic car show at Heston Venue, Cranford, Middlesex, not too far from Heathrow. It was started almost 10 years ago by the British Airways Classic Vehicle Association, and continues apace. It starts at noon - ideal for those who →







like a lie-in on Sunday – and as well as classic cars you'll find a craft fair, funfair, autojumble and other sideshows. It's a pleasant day out, and the best bit about 'mainstream' classic shows is that you might see Americans and customs there that you haven't seen anywhere else! Check out Darren's photos, and watch [www.heathrowclassicarshow.co.uk](http://www.heathrowclassicarshow.co.uk) for details of next year's event. **ACM**



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gallery

Words: Dave Smith Photography: Sonia Hammond

## Over Here...

### Taking a step back in time with the Goodwood Revival and ... Gassers?

The Goodwood Revival is the daddy of all historic motor sport events. Of course, many other venues host a variety of classic events and a variety of historic classes, but very few of them encourage the spectators to get into the spirit as well! ➔







The idea behind it is that, once you step through the gates, you should feel as if you've stepped back 50-odd years to the glory days of motor racing. It's a lovely notion, but what your average tweed-jacketed, pipe-chomping British motor sport enthusiast of 1960 would probably not expect to see would be the likes of the Gasser Circus. Yes, some of the finest high-riding Sixties Gas class replicas were on hand to provide a whiff of quarter-mile recklessness amongst the Coopers and Jaguars. The Revival clashed with the NSRA's Hot Rod Drags, as it usually →









does, so you can imagine how much the Revival must mean for it to keep Gassers away from the Drags.

Being so close to the 75th anniversary of the Battle Of Britain, there was even classic action in the skies, with fly-pasts from warbirds to really stir the soul's inner patriot. There can't be many finer sounds than a field of finely-tuned racing engines, but a sky-full of Rolls-Royce V12s must come fairly close.

Anyway, enjoy Sonia's photographs and perhaps consider a visit to Lord March's gaff next year? Keep an eye on [www.goodwood.com](http://www.goodwood.com) for dates. **ACM**







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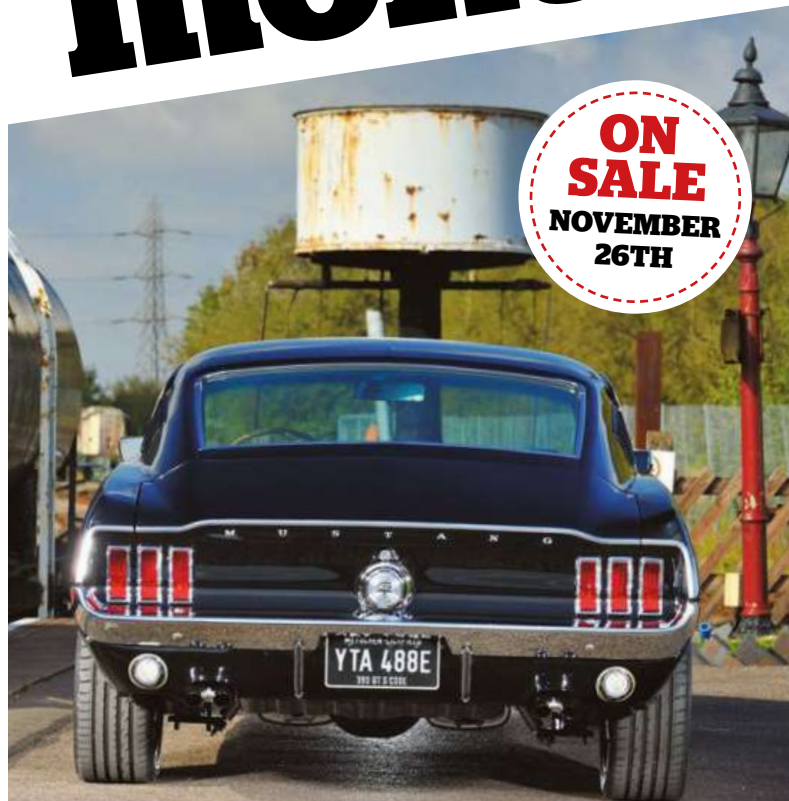
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**IN THE JANUARY ISSUE OF  
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- **Fastback Mustang in stunning shadowy black**
- **Two brothers, three later classics, one sensible budget!**

**... plus all the late summer shows and race round-ups, and plenty more besides!**

ACM reserve the right to make changes to planned editorial content where necessary.



# Muscle Car Corner

Paul Dodd spends a weekend in petrolheads' paradise at the Euro Finals and Brooklands.



In September, Santa Pod hosts the premier event on the drag racing calendar, the FIA Euro Finals, so we went along to see how the big boys do it. Euro is the word because, sadly, most of the competition is either from Norway, Finland, Sweden or Holland in Top Fuel, Pro Stock, Pro Mod; in fact, they dominate virtually every class. We do have a couple of Brits in Funny Car, (Gordon Smith and Kevin Kent), but our foreign friends seem to have forgotten about this class which is a shame as it is my favourite.

After seeing, hearing and feeling the awesome power of

a Top Fueller again as the noise and vibrations literally go right through your body and soul, you realise the addiction, why we are drawn back here year after year, and why some of us are foolish enough to give it a go ourselves. Some have more success than others and there are at least a notable number of Brits in Pro Mod which is a really exciting class with the cars now starting to run into the fives. This is where Top Fuel was 20 years ago but now they are in the threes so it shows how far things have come, but it is a pity that there is apparently not enough interest in

this country to attract big money sponsors and advertisers so that more Brits can compete.

Not too far behind are some of the fastest muscle cars outside America in the Street Eliminator class, notably John Webster in his Comet and Mark Todd in his '65 GTO who won the event with a low seven at 199.9! Just two weeks later he set a new class record of 7.24 at 200mph, incredible speed for a road legal, yes, road legal car that has to complete a 25-mile cruise over the racing weekend to prove it. All in all we witnessed a great day's racing on the Saturday and there were some jaw dropping moments as the big boys struggled to get the power down. There was tyre shake, tyre spin, a few altercations with the crash barriers and a good few engines exploding in flames to add to the entertainment.

After the madness of Santa Pod on the Saturday came the relatively calm and peaceful atmosphere of Brooklands on the Sunday. They were hosting an American car day and celebrating the 60th birthday of the '55 Chevy, and it was an amazing sight to see over 50 Tri-Chevys all corralled into one area, a sea of fins and chrome and colour. The '55 holds special memories for me as back in the Sixties my Dad got one, in two-tone green and white, for my Mum to shop about in, but

had to take over driving duties after she put it through a garden wall. We had some memorable family days out in it.

What really knocked me out though were the hundreds of other American cars that turned up with some absolute muscle car gems amongst them. I have been mentioning recently that more and more muscle cars seem to be popping up everywhere but nothing could prepare me for one of the first cars I came across here, a stunning looking black '69 Oldsmobile 4-4-2, wow! Then, in the Mopar area, a beautiful white Hemi Dodge Daytona. It turns out it is a clone, but what a rendition. I also got a closer look at the burnt orange 440 Cuda that I spotted here last month and it really is original and immaculate. Elsewhere there were a lot of new on the block period Mustangs about in very good condition alongside the odd Camaro, Trans Am, Chevelle, even Road Runner. You name it, it was here and on this showing alone I can tell you that the American car scene is buzzing over here at the moment.

As Jason and I left the serenity of Brooklands, things were soon to hot up in the cockpit of the Olds' as I desperately tried to keep pace with the Trans Am on some long fast stretches of the A3. It was like being back at the dragstrip again, for just a few seconds!



Want to get in touch with Paul? Email [editor@americancarmagazine.com](mailto:editor@americancarmagazine.com) or write to the address on page 3

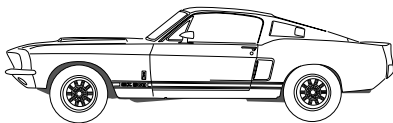


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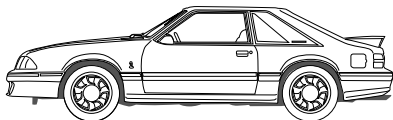
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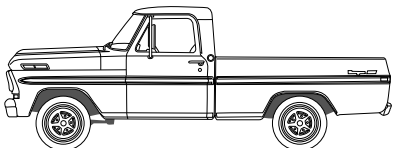
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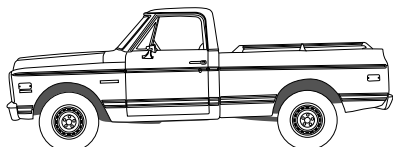
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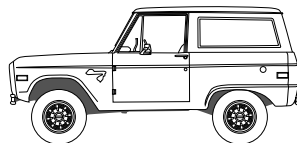
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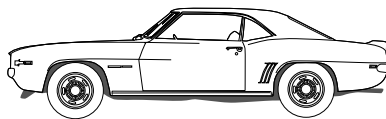
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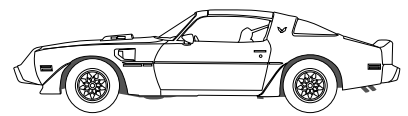


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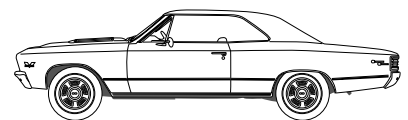


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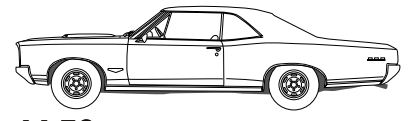
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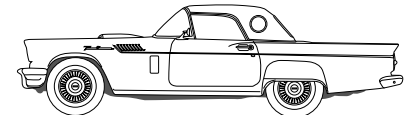
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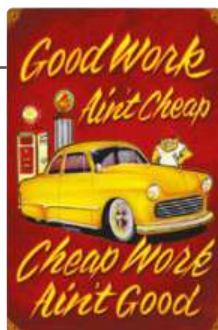
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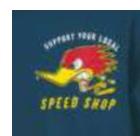
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